

West Santa Ana Branch Transit Corridor

Draft EIS/EIS Appendix X
Revised Preliminary Cultural Resources Effects Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIS Appendix X Revised Preliminary Cultural Resources Effects Report

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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June 2021

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APPENDICES

APPENDIX A – CULTURAL RESOURCES APE MAP

APPENDIX B – SHPO CONSULTATION

ACRONYMS AND ABBREVIATIONS

AB 52	California Assembly Bill 52
APE	Area of Potential Effects
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
CRMMP	Cultural Resources Monitoring and Mitigation Program
EIR	environmental impact report
EIS	environmental impact statement
FTA	Federal Transit Administration
HCM	(City of Los Angeles) Historic-Cultural Monument
HPOZ	(City of Los Angeles) Historic Preservation Overlay Zone
I-	Interstate
kV	kilovolt
LA	Los Angeles
LADWP	Los Angeles Department of Water and Power
LAUS	Los Angeles Union Station
LRT	light rail transit
L RTP	Long-Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MRN	map reference number
MSF	maintenance and storage facility
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
P-	Primary number
P.L.	Public Law
PEROW	Pacific Electric Right-of-Way
PPV	peak particle velocity

Acronyms and Abbreviations

PQS	Professional Qualifications Standards
PRC	Public Resources Code
ROW	right-of-way
RTP	<i>Regional Transportation Plan</i>
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	<i>Sustainable Communities Strategy</i>
SOI Standards	Secretary of the Interior's Standards for Treatment of Historic Properties
TBM	tunnel boring machine
TCP	traditional cultural property
TCR	Tribal Cultural Resource
TPSS	traction power substation
U.S.C.	United States Code
UPRR	Union Pacific Railroad
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

This Cultural Resources Effects Report was prepared to present an analysis of effects of the West Santa Ana Branch (WSAB) Transit Corridor Project on historic properties in accordance with Section 106 of the National Historic Preservation Act (NHPA) (Section 106). It additionally presents an analysis of significant impacts of the WSAB Transit Corridor Project on historical resources in accordance with and the California Environmental Quality Act (CEQA). An effects/impacts¹ analysis was performed for all archaeological and built environment historic properties/historical resources identified in the previously prepared *West Santa Ana Branch Transit Corridor Project Cultural Resources Survey Report–Rev 1* (WSAB Survey Report; Metro 2020a). The WSAB Survey Report was submitted to the State Historic Preservation Officer (SHPO) on March 30, 2020. SHPO did not provide comments or objections on the revised Area of Potential Effects (APE) or review of the eligibility determinations. Consultation with SHPO is included in Appendix B.

The APE has been delineated to consider all potential effects (physical, noise, vibration, visual) to archaeological and built environment historic properties; this includes direct effects, those that may occur concurrently with the Project, and indirect effects, which may occur following project implementation (Advisory Council on Historic Preservation [ACHP] 2019). For considerations of “direct APE” (also referred to as the archaeological APE), the APE includes areas of physical effect and ground disturbance such as the alignment right-of-way (ROW), stations, laydown yards, maintenance facilities, and parking lots plus street or parcels directly above the proposed tunnel areas. The APE extends from the existing ground surface to approximately 90 feet above the existing ground surface and approximately 115 feet below the existing ground surface. To ensure that non-physical effects to the built environment were adequately considered, the “architectural APE” includes a one parcel buffer (except where the alignment is at-grade and project work is limited within the existing ROW) and the width of a highway where construction activities cross highways. The APE map is provided in Appendix A.

The current study encompasses the assessment of effects on historic properties under Section 106 and impacts on historical resources under CEQA of a No Build Alternative in addition to four Build Alternatives (Alternatives 1, 2, 3, and 4), including design options, station locations, and maintenance and storage facility (MSF) site options.

The background research effort conducted for the study is summarized in the WSAB Survey Report and included the following: a search of the California Historical Resources Information System, review of previously conducted historic survey results, archival research, and Native American and local interested party consultation. The effort identified eight archaeological sites determined or presumed eligible for listing in the National Register of Historic Places (NRHP). While the Assembly Bill (AB) 52 and Section 106 consultation

¹ The analysis presented in this study complies with both Section 106 and CEQA. The language used by Section 106 and CEQA vary. Therefore, throughout the document a slash (“/”) is used to differentiate between the language used for analysis in compliance with each law. For example, Section 106 analyzed effects to historic properties whereas CEQA analyzed significant impacts to historical resources, addressed throughout this document as “effects/impact” and “historic properties/historical resources.”

performed as part of the study did not identify any Tribal Cultural Resources (TCRs) or Tribal Cultural Properties (TCPs), one of the eight archaeological sites in the APE is an assumed TCR due to the presence of prehistoric human burials within it. The WSAB Survey Report identified 18 built environment resources previously listed in or determined eligible for listing in the NRHP. An additional 36 built environment resources were determined eligible for listing in the NRHP as a result of the WSAB Survey Report, for a total of 54 built environment resources within the APE (Metro 2020a).

The eight archaeological sites and 54 built environment resources noted above are historic properties for the purposes of Section 106 and historical resources for the purposes of CEQA. An assessment of effects/impacts on these 62 historic properties is included in this report. The WSAB Survey Report identified 14 additional properties determined to be ineligible for the NRHP but eligible for the California Register of Historical Resources (CRHR) or local designation making them historical resources for the purposes of CEQA. As properties ineligible for listing in the NRHP, these 14 additional properties are not considered historic properties for the purposes of Section 106. An assessment of impacts to these 14 historical resources is also included in this report (Metro 2020a).

In accordance with guidance provided by the ACHP, for the purposes of this study potential direct effects are those that may come from the Project at the same time and place with no intervening cause and indirect effects are those that are caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable (ACHP 2019). Potential direct, indirect, and cumulative effects to identified historic properties were assessed using the standards for federal undertakings as described in Section 106 of the NHPA and its implementing regulations 36 Code of Federal Regulations (CFR), Section 800. Potential impacts to historical resources were assessed using the CEQA thresholds of significance as outlined in Section 15064.7.

As a result of this study, the Project was found to have a potential adverse effect on five archaeological historic properties within the APE; therefore, a Finding of Adverse Effect has been made for the Project. There would be no adverse effect to built environment historic properties as a result of the Project.

Through the implementation of mitigation, none of the historical resources identified within the APE would be significantly impacted as a result of the Project. The Project would therefore result in a CEQA finding of less than significant impact with mitigation incorporated.

1.2 Disposition of Data

This report will be filed with the Federal Transit Administration (FTA), Metro, the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, and Rincon Consultants, Inc. (Rincon).

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the four Build Alternatives studied in the WSAB Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), including design options, station locations, and MSF site options. The Build Alternatives were developed through a comprehensive alternatives analysis process and meet the purpose and need of the Project.

The No Build Alternative and four Build Alternatives are generally defined as follows:

- **No Build Alternative**—Reflects the transportation network in the 2042 horizon year without the proposed Build Alternatives. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long-Range Transportation Plan (2009 LRTP)* (Metro 2009) and the Southern California Association of Governments (SCAG)'s *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (SCAG 2016), as well as additional projects funded by Measure M that would be completed by 2042.
- **Build Alternatives**—The Build Alternatives consist of a new light rail transit (LRT) line that would extend from different termini in the north to the same terminus in the City of Artesia in the south. The Build Alternatives are referred to as:
 - Alternative 1: Los Angeles Union Station (LAUS) to Pioneer Station; the northern terminus would be located underground at LAUS Forecourt.
 - Alternative 2: 7th Street/Metro Center to Pioneer Station; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near the existing 7th Street/Metro Center Station.
 - Alternative 3: Slauson/A (Blue) Line to Pioneer Station; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A (Blue) Line Slauson Station.
 - Alternative 4: Interstate (I-) 105/C (Green) Line to Pioneer Station; the northern terminus would be located at I-105 in the City of South Gate, connecting to the C (Green) Line along the I-105.

Two design options are under consideration for Alternative 1. Design Option 1 would locate the northern terminus station box at the LAUS Metropolitan Water District (MWD) east of LAUS and the MWD building, below the baggage area parking facility. Design Option 2 would add a Little Tokyo Station along the WSAB alignment. The design options are further described in Section 2.3.5.

Figure 2-1 illustrates the four Build Alternatives and the design options. In the north, Alternative 1 would terminate at LAUS and primarily follow Alameda Street south underground to the proposed Arts/Industrial District Station. Alternative 2 would terminate near the existing 7th Street/Metro Center Station in the Downtown Transit Core and would primarily follow 8th Street east underground to the proposed Arts/Industrial District Station.

Figure 2-1. Project Alternatives



Source: Metro, 2020

From the Arts/Industrial District Station to the southern terminus at Pioneer Station, Build Alternatives 1 and 2 share a common alignment. South of Olympic Boulevard, the Build Alternatives would transition from an underground configuration to an aerial configuration, cross over the I-10 freeway and then parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW as it proceeds south. At Slauson Avenue, Alternatives 1, 2, and 3 would turn east and transition to an at-grade configuration to follow the La Habra Branch ROW. At the San Pedro Subdivision ROW, the Build Alternatives would turn southeast to follow the San Pedro Subdivision ROW and then transition to the Pacific Electric Right-of-Way (PEROW), south of the I-105 freeway. Build Alternatives 1, 2, 3, and 4 would then follow the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted, as indicated on Figure 2-2.

Figure 2-2. Project Alignment by Grade



Source: Metro, 2020

2.1 Geographic Sections

The approximately 19-mile corridor is divided into two geographic sections—the Northern and Southern Sections. The boundary between the Northern and Southern Sections occurs at Florence Avenue in the City of Huntington Park.

2.1.1 Northern Section

The Northern Section of the Project Corridor includes approximately 8.0 miles of Alternatives 1 and 2 and 3.8 miles of Alternative 3. Alternative 4 is not within the Northern Section. The Northern Section covers the geographic area from downtown Los Angeles to Florence Avenue in the City of Huntington Park and would generally traverse or be adjacent to the Cities of Los Angeles, Vernon, Huntington Park, and Bell, and the unincorporated Florence-Firestone community of Los Angeles (LA) County (Figure 2-3). Build Alternatives 1 and 2 would traverse portions of the Wilmington Branch (between approximately Martin Luther King Jr Boulevard along Long Beach Avenue to Slauson Avenue). Build Alternatives 1, 2, and 3 would traverse portions of the La Habra Branch ROW (between Slauson Avenue along Randolph Street to Salt Lake Avenue) and San Pedro Subdivision ROW (between Randolph Street to approximately Paramount Boulevard) along the Northern Section.

Figure 2-3. Northern Section



Source: Metro 2020

2.1.2 Southern Section

The Southern Section includes approximately 11 miles of Alternatives 1, 2, and 3 and all 6.6 miles of Alternative 4. The Southern Section covers the geographic area from south of Florence Avenue in the City of Huntington Park to the City of Artesia and traverses the Cities of Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia (Figure 2-4). In the Southern Section, all four Build Alternatives would utilize portions of the San Pedro Subdivision and the Metro-owned PEROW (between Paramount Boulevard to South Street).

Figure 2-4. Southern Section



Source: Metro 2020

2.2 No Build Alternative

For the National Environmental Policy Act (NEPA) evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the Project Corridor (the corridor extends approximately 2 miles from either side of the proposed alignment) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network against which the Build Alternatives' impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and SCAG's 2016-2040 RTP/SCS (SCAG 2016), as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Study Area
Rail (Existing)		
Metro Rail System (light rail transit and heavy rail transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)¹		
Metro Westside D (Purple) Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C (Green) Line Extension ² to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C (Green) Line Extension	Norwalk to Expo/Crenshaw ³	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G (Orange) Line to Metro E (Expo) Line	Outside Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G (Orange) Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US	LAUS	Within Study Area

2 Project Description

Project	To / From	Location Relative to Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System ⁴	Various locations	Within Study Area
Bus (Under Construction/Planned)		
Metro G (Orange) Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
Highway (Existing)		
Highway System	Various locations	Within Study Area
Highway (Under Construction/Planned)		
High Desert Multipurpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Rd	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Rd	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-70/SR-60	Outside Study Area
I-710 South Corridor Project (Phases 1 and 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro, 2018, WSP, 2018

Notes: ¹ Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

² Metro C (Green) Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ The currently under construction Metro Crenshaw/LAX Line will operate as the Metro C (Green) Line.

⁴ The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

BRT = Bus Rapid Transit; I- = Interstate; LA = Los Angeles; LAX = Los Angeles International Airport; SR = State Route; VA = Veterans Affairs

2.3 Proposed Alignment Configuration for the Build Alternatives

This section summarizes the alignment for each of the Build Alternatives. The general characteristics of the four Build Alternatives are summarized in Table 2.2. Figure 2-5 illustrates the freeway crossings along the alignment. Additionally, the Build Alternatives would require relocation of existing freight rail tracks within the ROW to maintain existing operations where there would be overlap with the proposed light rail tracks. Figure 2-6 depicts the alignment sections that would require freight track relocation.

Table 2.2. Summary of Build Alternative Components

Component	Quantity			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Alignment Length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations	11 3 aerial; 6 at-grade; 2 underground (Note: Design Option 2 – Add Little Tokyo – would add one underground station to the above total)	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	12.2 miles at-grade; 2.6 miles aerial ¹	5.6 miles at-grade; 1.0 miles aerial ¹
At-grade crossings	31	31	31	11
Freight crossings	10	10	9	2
Freeway Crossings	6 (3 freeway undercrossings ² at I-710; I-605, SR-91)	6 (3 freeway undercrossings ² at I-710; I-605, SR-91)	4 (3 freeway undercrossings ² at I-710; I-605, SR-91)	3 (2 freeway undercrossings ² at I-605, SR-91)
Elevated Street Crossings	25	25	15	7
River Crossings	3	3	3	1
TPSS Facilities	22	23	16	7
Maintenance and Storage Facility site options	2	2	2	2

Source: Metro, 2020

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

TPSS = traction power substation

Figure 2-5. Freeway Crossings



Source: Metro, 2020

Figure 2-6. Existing Rail Right-of-Way Ownership



Source: Metro, 2020

2.3.1 Alternative 1

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations (note: under Design Option 2 Little Tokyo Station would be an additional underground station), 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 rail crossings.

In the north, Alternative 1 would begin at a proposed underground station at/near LAUS either beneath the LAUS Forecourt or east of the MWD building (Design Option 1) beneath the baggage area parking facility. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

From LAUS, the alignment would continue underground crossing under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between 1st Street and 2nd Street (note: under Design Option 2, Little Tokyo Station would be constructed). From the optional Little Tokyo Station, the alignment would continue underground beneath Alameda Street to the proposed Arts/Industrial District Station under Alameda Street between 6th Street and Industrial Street. (Note: Alternative 2 would have the same alignment as Alternative 1 from this point south. Refer to Section 2.3.2 for additional information on Alternative 2).

The underground alignment would continue south under Alameda Street to 8th Street, where the alignment would curve to the west and transition to an aerial alignment south of Olympic Boulevard. The alignment would pass over the I-10 freeway in an aerial viaduct structure and continue south, parallel to the existing Metro A (Blue) Line at Washington Boulevard. The alignment would continue in an aerial configuration along the eastern half of Long Beach Avenue within the Union Pacific Railroad (UPRR)-owned Wilmington Branch ROW, east of the existing Metro A (Blue) Line and continue south to the proposed Slauson/A Line Station. The aerial alignment would pass over the existing pedestrian bridge at E. 53rd Street. The Slauson/A Line Station would serve as a transfer point to the Metro A (Blue) Line via a pedestrian bridge. The vertical circulation would be connected at the street level on the north side of the station via stairs, escalators, and elevators. (The Slauson/A Line Station would serve as the northern terminus for Alternative 3; refer to Section 2.3.3 for additional information on Alternative 3).

South of the Slauson/A Line Station, the alignment would turn east along the existing La Habra Branch ROW (also owned by UPRR) in the median of Randolph Street. The alignment would be on the north side of the La Habra Branch ROW and would require the relocation of existing freight tracks to the southern portion of the ROW. The alignment would transition to an at-grade configuration at Alameda Street and would proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, Albany Street, and Rugby Avenue would be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The proposed Pacific/Randolph Station would be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment would continue east at-grade. Rita Avenue would be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. At the San Pedro Subdivision ROW, the alignment would transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment would be located on the east side of the existing San Pedro Subdivision ROW freight tracks and the existing track(s) would be relocated to the west side of the ROW. The alignment would continue at-grade within the San Pedro Subdivision ROW to the proposed at-grade Florence/Salt Lake Station south of the Salt Lake Avenue/Florence Avenue intersection.

South of Florence Avenue, the alignment would extend from the proposed Florence/Salt Lake Station in the City of Huntington Park to the proposed Pioneer Station in the City of Artesia, as shown in Figure 2-4. The alignment would continue southeast from the proposed at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment would be located on the east side of the existing San Pedro Subdivision freight tracks and the existing tracks would be relocated to the west side of the ROW. South of Ardine Street, the alignment would transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The proposed Firestone Station would be located on an aerial structure between Atlantic Avenue and Firestone Boulevard.

The alignment would then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment would continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The proposed LRT bridge would be constructed next to the existing freight bridge. South of the LA River, the alignment would transition to an at-grade configuration crossing Frontage Road at-grade, then passing under the I-710 freeway through the existing box tunnel structure and then crossing Miller Way. The alignment would then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment would transition back to an at-grade configuration briefly and then return to an aerial structure to cross over Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment would transition to an at-grade configuration and serve the proposed Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment would continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the proposed I-105/C Line Station, which would be located at-grade north of Century Boulevard. This station would be connected to the new infill C (Green) Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. The alignment would continue at-grade, crossing Century Boulevard and then over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C (Green) Line Station would be constructed in the median of the I-105 freeway. Vertical pedestrian access would be provided from the LRT bridge to the proposed I-105/C Line Station platform via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C (Green) Line tracks would be widened, as part of the I-105 Express Lanes Project, and the I-105 lanes would be reconfigured. (The I-105/C Line Station would serve as the northern terminus for Alternative 4; refer to Section 2.3.4 for additional information on this alternative.)

South of the I-105 freeway, the alignment would continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment would transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track would cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The proposed Paramount/Rosecrans Station would be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track would be relocated to the east side of the alignment beneath the station viaduct.

The alignment would continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment would return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. One of the adjacent freight storage tracks at the World Energy facility would be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment would cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment would parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment would continue at-grade, crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The proposed at-grade Bellflower Station would be located west of Bellflower Boulevard.

East of Bellflower Boulevard, the Bellflower Bike Trail would be realigned to the north side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. It would then cross back over the LRT tracks at-grade to the south side of the ROW. The LRT alignment would continue southeast within the PEROW and transition to an aerial configuration at Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment would return to an at-grade configuration at Walnut Street. South of Woodruff Avenue, the Bellflower Bike Trail would be relocated to the north side of the PEROW. Continuing southeast, the LRT alignment would cross under the SR-91 freeway in an existing underpass. The alignment would cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment would transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

East of Artesia Boulevard, the alignment would cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment would continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment would transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment would return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment would then pass through the proposed Pioneer Station on the north side of Pioneer Boulevard at-grade. Tail tracks accommodating layover storage for a three-car train would extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating west of South Street.

2.3.2 Alternative 2

The total alignment length of Alternative 2 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade road crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 rail crossings.

In the north, Alternative 2 would begin at the proposed WSAB 7th Street/Metro Center Station, which would be located underground beneath 8th Street between Figueroa Street and Flower Street. A pedestrian tunnel would provide connection to the existing 7th Street/Metro Center Station. Tail tracks, including a double crossover, would extend approximately 900 feet beyond the station, ending east of the I-110 freeway. From the 7th Street/Metro Center Station, the underground alignment would proceed southeast beneath 8th Street to the South Park/Fashion District Station, which would be located west of Main Street beneath 8th Street.

From the South Park/Fashion District Station, the underground alignment would continue under 8th Street to San Pedro Street, where the alignment would turn east toward 7th Street, crossing under privately owned properties. The tunnel alignment would cross under 7th Street and then turn south at Alameda Street. The alignment would continue south beneath Alameda Street to the Arts/Industrial District Station located under Alameda Street between 7th Street and Center Street. A double crossover would be located south of the station box, south of Center Street. From this point, the alignment of Alternative 2 would follow the same alignment as Alternative 1, which is described further in Section 2.3.1.

2.3.3 Alternative 3

The total alignment length of Alternative 3 would be approximately 14.8 miles, consisting of approximately 12.2 miles of at-grade and 2.6 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 1 aerial freeway crossing, 3 river crossings, 15 aerial road crossings, and 9 rail crossings. In the north, Alternative 3 would begin at the Slauson/A Line Station and follow the same alignment as Alternatives 1 and 2, described in Section 2.3.1.

2.3.4 Alternative 4

The total alignment length of Alternative 4 would be approximately 6.6 miles, consisting of approximately 5.6 miles of at-grade and 1.0 mile of aerial alignment. Alternative 3 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 2,180 new parking spaces. The alignment would include 11 at-grade crossings, 2 freeway undercrossings, 1 aerial freeway crossing, 1 river crossing, 7 aerial road crossings, and 2 rail crossings. The northern terminus of Alternative 4 would be located at the I-105/C Line Station and follow the same alignment as Alternatives 1, 2, and 3 from this point. Refer to Section 2.3.1 for a description of the alignment.

2.3.5 Design Options

Alternative 1 includes two design options:

- **Design Option 1:** LAUS at the MWD – The LAUS station box would be located east of LAUS and the MWD building, below the baggage area parking facility. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. From LAUS, the underground alignment would cross under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between Traction Avenue and 1st Street. The underground alignment between LAUS and the Little Tokyo Station would be located to the east of the base alignment.
- **Design Option 2:** Add the Little Tokyo Station – Under this design option, the Little Tokyo Station would be constructed as an underground station and there would be a direct connection to the Regional Connector Station in the Little Tokyo community. The alignment would proceed underground directly from LAUS to the Arts/Industrial District Station primarily beneath Alameda Street.

2.4 Maintenance and Storage Facility

MSFs accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles. Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

Two MSF options are evaluated; however, only one MSF would be constructed as part of the Project. The MSF would have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility would include a main shop building with administrative offices, a cleaning platform, a traction power substation (TPSS), employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) would have sufficient length for a three-car train set. In total, the MSF would need to accommodate approximately 80 LRVs to serve the Project's operations plan.

Two potential locations for the MSF have been identified—one in the City of Bellflower and one in the City of Paramount. These options are described further in the following sections.

2.4.1 Bellflower MSF Site Option

The Bellflower MSF site option is bounded by industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. The site is approximately 21 acres in area and can store up to 80 vehicles (Figure 2-7).

2.4.2 Paramount MSF Site Option

The Paramount MSF site option is bounded by the San Pedro Subdivision ROW on the west, Somerset Boulevard to the south, industrial and commercial uses on the east, and All American City Way to the north. The site is 22 acres and could accommodate up to 80 vehicles (Figure 2-7).

Figure 2-7. Maintenance and Storage Facility Options



Source: Metro, 2020

3 REGULATORY FRAMEWORK

This section discusses the applicable federal, state, and local regulations that 1) define historic properties and historical resources, and 2) provide thresholds for determining effects to historic properties under the NHPA and impacts to historical resources under CEQA.

3.1 Federal

Historic Properties are considered during federal undertakings chiefly under Section 106 of the NHPA of 1966 (as amended) through one of its implementing regulations, 36 CFR 800 (Protection of Historic Properties). Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA and Section 106 (36 CFR 800.3–800.10).

3.1.1 National Environmental Policy Act

The National Environmental Policy Act of 1969, as amended (Public Law [P.L.] 91-190, 42 United States Code [U.S.C.] 4321- 4347, January 1, 1970, as amended by P.L. 94-52, July 3, 1975; P.L. 94-83, August 9, 1975; and P.L. 97-258 § 4(b), September 13, 1982), recognizes the continuing responsibility of the federal government to “preserve important historic, cultural, and natural aspects of our national heritage” (§ 101 [42 U.S.C. § 4321], No. 382) and requires that agencies consider the effects of their actions (federal undertakings) on all aspects of the human environment. Federal undertakings (36 CFR 800.16[y]) include projects requiring a federal permit, license, or approval and/or projects receiving federal funding.

3.1.2 National Historic Preservation Act

The National Historic Preservation Act of 1966 (as amended) (54 U.S.C. § 300101 through § 320303) is the cornerstone of the federal cultural resources preservation program, as it sets forth the policy and procedures regarding “historic properties.” It requires federal agencies to take into account the effects of their undertakings, such as construction projects, on historic properties and properties that an Indian Tribe regards as having religious and/or cultural importance (i.e., traditional cultural properties [TCPs]). Direct effects to historic properties are defined as those that come from an undertaking at the same time and place with no intervening cause. Indirect effects to historic properties are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable (ACHP 2019).

Historic properties are defined as any prehistoric or historic districts, sites, buildings, structures, or objects that are included in or eligible for inclusion in the NRHP. To be eligible for inclusion in the NRHP, properties must be significant in American (including state and local) history, architecture, archaeology, engineering, or culture, and generally must be at least 50 years old. Properties must also possess integrity of location, design, setting, materials, workmanship, feeling, or association, and meet at least one of the following criteria (36 CFR Part 60.4):

- A) Are associated with events that have made a significant contribution to the broad patterns of our history
- B) Are associated with the lives of persons significant in our past
- C) Embody the distinctive characteristics of a type, period, or method of installation, 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

- D) Have yielded, or may be likely to yield, information important in prehistory or history

TCPs are properties eligible for inclusion in the NRHP based on associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community (Parker and King 1998). TCPs are typically identified through consultation with tribes or other consulting parties as part of the Section 106 process, as outlined in 36 CFR 800.2.

Section 106 of the NHPA (54 U.S.C. § 306108.) requires federal agencies to afford the Advisory Council on Historic Preservation, acting through the State Office of Historic Preservation or the Tribal Historic Preservation Office, a reasonable opportunity to comment on the effects of an undertaking. It does so through consultation, the goal of which is to identify historic properties potentially affected by the undertaking, assess the undertaking's effects on the historic properties, and seek ways to avoid or minimize (through minimization measures) any adverse effects on historic properties.

3.1.3 American Antiquities Act

The American Antiquities Act of 1906 (6 U.S.C. 431-433) establishes a penalty for disturbing or excavating any historic or prehistoric ruin or monument or object of antiquity on federal lands.

3.1.4 Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 (16 U.S.C. 470aa et seq.) strengthened protection of archaeological resources on federal and tribal lands. The Archaeological Resources Protection Act also prohibits trafficking in archaeological resources from public and tribal lands and requires notification of affected Native American tribes if archaeological investigations would result in harm to or destruction of any location considered by tribes to have religious or cultural importance. When archaeological investigations are performed under contract to the installation or facility where such sites are located, these contracts serve in lieu of a permit. The implementing regulations are provided in 32 CFR Part 229.

3.1.5 The American Indian Religious Freedom Act

The American Indian Religious Freedom Act of 1978 (P.L. No. 95-341, 92 Stat. 469) requires consultation with Native American groups concerning actions on sacred sites or affecting access to sacred sites. It establishes federal policy to protect and preserve the right to free exercise of religion for American Indians, Eskimos, Aleuts, and Native Hawaiians. It allows these people to access sites, use and possess sacred objects, and to have the freedom to worship through ceremonial and traditional rites. In practical terms, the Act requires federal agencies to consider the impacts of their actions on religious sites and objects that are important to Native Americans, including Alaska Natives and Native Hawaiians, regardless of the eligibility for the NRHP.

3.2 State

The protection of historical resources in California is addressed through the regulatory measures of CEQA.

3.2.1 California Environmental Quality Act

CEQA of 1970 (Public Resource Code [PRC] § 21000 et seq.), requires evaluation of proposed projects that may cause significant effects on historical resources. Under CEQA, “historical resources” must be identified; expected impacts must be analyzed; and mitigation must be identified and implemented, where necessary.

The CEQA Guidelines define a “historical resource” as:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (CRHR) (PRC Section 5024.1, Title 14 California Code of Regulations (CCR), § 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.

(CEQA Guidelines, § 15064.5(a).)

CEQA equates a “substantial adverse change” in the historic significance of a resource with a significant effect on the environment (PRC Section 21084.1). A “substantial adverse change” in the significance of a historical resource is defined by the CEQA Guidelines as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (CEQA Guidelines, § 15064.5(b)). The significance of a historical resource is materially impaired when the project demolishes or materially alters the physical characteristics of the resource that qualifies the resource as historic. If the project’s effects on historic properties meet any CEQA impact conditions, mitigation measures are recommended for avoidance, to minimize impacts, or to provide balanced compensation for adverse effects. Generally, a project that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered mitigated to a less than significant impact on the historical resource (CEQA Guidelines, § 15064.5(b)(3)).

The CRHR was established under California PRC Section 5024.1 to serve as an authoritative guide to the state’s significant historic and archaeological resources. A resource is considered historically significant if it meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, § 4852). For a property to be considered eligible for listing in the CRHR, it must be found to be significant under at least one of the following four criteria by the State Historical Resources Commission:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage

2. Is associated with the lives of persons important in our past
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
4. Has yielded, or may be likely to yield, information important in prehistory or history

In addition to possessing one of the above characteristics, to be eligible for listing in the CRHR, resources must retain “substantial” integrity to their period of significance. The seven aspects or qualities of integrity are the same as those applied to NRHP-eligible properties: location, design, setting, materials, workmanship, feeling, and association.

The CRHR also includes properties that:

- Have been determined eligible for listing in, or are listed in, the NRHP
- Are registered State Historical Landmark No. 770 and all consecutively numbered landmarks above Number 770
- Are points of historical interest that have been reviewed and recommended to the State Historical Resources Commission for listing
- Are City- and County-designated landmarks or districts

Historic districts are a concentration of historic buildings, structures, objects, or sites within precise boundaries that share a common historical, cultural, or architectural background. Individual resources in a historic district may lack individual significance but be considered a contributor to the significance of the historic district.

3.2.2 Assembly Bill 52

With the enactment of AB 52, the CEQA of 1970 (PRC § 5024) was expanded to include a new resource category, Tribal Cultural Resources (TCR). In order to qualify as a TCR, a resource must be listed, or determined eligible for listing, on the national, state, or local register of historic resources, or be a resource that a lead agency chooses to treat as a TCR based on the CRHR criteria and the cultural value of a resource to a California Native American tribe (PRC § 21074). AB 52 establishes that “a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment” (PRC § 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a TCR, when feasible (PRC § 21084.3). Appendix G of the CEQA Guidelines contains the following questions related to TCRs:

- a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
 - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in

subdivision (c) of Public Resource Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments and with respect to the interests and roles of project proponents, it is the intent AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities
2. Establish a new category of resources in CEQA called “Tribal Cultural Resources” or TCRs that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation
3. Establish examples of mitigation measures for TCRs that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the TCRs with which they are traditionally and culturally affiliated (because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and TCRs at issue should be included in environmental assessments for projects that may have a significant impact on those resources)
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning TCRs, early in the CEQA environmental review process, so that TCRs can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision-making body of the lead agency
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA
7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in the CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to TCRs and to reduce the potential for delay and conflicts in the environmental review process
8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, TCRs
9. Establish that a substantial adverse change to a TCR has a significant effect on the environment

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires that lead agencies “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

3.2.3 California Health and Safety Code

California Health and Safety Code § 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of §27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death.

If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

3.3 Local

For the purposes of CEQA, resources eligible for or listed in the CRHR are, by definition, “historical resources.” Resources included in a local register of historical resources or deemed significant at the local level (i.e., given a California Historical Resources Status Code 3 through 5 in a survey meeting the California Office of Historic Preservation requirement), are presumed to be historically or culturally significant for purposes of CEQA.

3.3.1 County of Los Angeles

Los Angeles County maintains an active historic preservation program, which includes the County’s Historic Preservation Ordinance that establishes criteria and procedures for the designation, preservation, and maintenance of landmarks and historic districts. The program applies only to properties located in unincorporated areas of Los Angeles County. Section 22.52.3060 outlines the County’s designation criteria for locally eligible landmarks and historic districts:

A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, state, county, or community in which it is located.
2. It is associated with the lives of persons who are significant in the history of the nation, state, county, or community in which it is located.
3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, state, county, or community in which it is located; or possesses artistic values of significance to the nation, state, county, or community in which it is located.
4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, state, county, or community in which it is located.
5. It is listed or has been formally determined eligible by the United States (U.S.) National Park Service for listing, in the NRHP, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources.

6. If it is a tree, it is one of the largest or oldest trees of the species located in the county.
7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
8. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in subsection A of this section and exhibits exceptional importance.
9. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under subsections A or B of this section.
10. Historic districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:
 - More than 50 percent of owners in the proposed district consent to the designation
 - The proposed district satisfies one or more of the criteria set forth in subsections A.1 through A.5, inclusive, of this Section
 - The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning (Ord. 2015-0033 § 3, 2015.)

3.3.2 City of Los Angeles

- A. Los Angeles Historic-Cultural Monuments (HCM). Local landmarks in the City of Los Angeles are known as HCMs and are managed under the aegis of the City of Los Angeles Planning Department, Office of Historic Resources. A monument or local landmark is defined in the Cultural Heritage Ordinance as follows:
 - Any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, state or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code Section 22.171.7 added by Ordinance No. 178,402, Effective 4-2-07).
- B. Historic Preservation Overlay Zones (HPOZ). As described by the City of Los Angeles Office of Historic Resources, the HPOZ Ordinance (Ordinance No. 184903) was adopted in 1979 and amended in 2004:
 - To identify and protect neighborhoods with distinct architectural and cultural resources, the City developed an expansive program of HPOZs, commonly

known as historic districts, provide for review of proposed exterior alterations and additions to historic properties in designated districts.

The City of Los Angeles General Plan, Conservation Element: Chapter II Resource Conservation and Management, Section 3 outlines an objective and policy for the protection of paleontological resources:

- Objective: protect the city’s archaeological and paleontological resources for historical, cultural, research and /or educational purposes.
- Policy: continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities (City of Los Angeles 2001).

3.3.3 City of Vernon

The City of Vernon does not have a historic preservation ordinance, nor does it maintain a list of historically significant resources or surveys. However, the City’s general plan, has the following goal and policy:

- Goal R-4. Recognize and preserve Vernon’s contributions to the industrial and history of Los Angeles.
- Policy R-4.1: Expand available cultural resource information by establishing a City-maintained database of historic sites and facilities (City of Vernon 2015).

3.3.4 City of Huntington Park

In 2006, the City of Huntington Park adopted a historic preservation ordinance (Title 9, Chapter 3, Article 18), which allowed for the designation of significant public or semi-public interior spaces and signage, in addition to landmarks and historic districts. The City maintains a small list of historic resources that includes single-family homes, civic structures and one historic district. The ordinance also includes provisions for local designation criteria:

- A. Historic Resource. A Historic Resource is a building, structure, site, object, landscape, sign, or contributing member to a Historic District that is significant in American history, architecture, engineering, archeology, or culture and is designated by the City according to the following criteria:
 1. Associated with events that have made a significant contribution to the broad patterns of the history of the city, region, state, or nation
 2. Associated with the lives of persons who are significant in the history of the city, region, state, or nation
 3. Embodies the distinctive characteristics of a Historic Resource property type, period, architectural style, or method of construction, or that is a representation of the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state, or nation, or that possesses high artistic values that are of city, regional, state-wide, or national significance
 4. Has yielded, or may be likely to yield, information important in prehistory or history of the city, region, state, or nation

- B. A Historic Resource designation may include significant public or semi-public interior spaces and features. The criteria used to determine if an interior is significant includes the following:
1. Historically the space has been open to the public.
 2. The materials, finishes and/or detailing are intact or later alterations are reversible.
 3. The plan, layout. And features of the space are illustrative of its historic function.
 4. Its form and features articulate a particular concept of design.
 5. There is evidence of distinctive craftsmanship.
- C. Historic Signs. A Historic Sign shall include all signs designated historically significant by the Historic Preservation Commission and such sign meets the criteria described in Section 9-3.1806(A)(3). All other regulations described in Title 9, Chapter 3, Article 12 of this Code shall also apply.
- D. Historic District. A Historic District is an area that is geographically defined as possessing a concentration of Historic Resources or a thematically related grouping of properties which contribute to each other and is designated by the City according to the procedures set forth by the NRHP Bulletin #21: “Defining Boundaries for National Register Properties” and the following criteria:
1. The grouping of properties is unified by planned or physical development or a significant and distinguishable entity of citywide importance
 2. The components of the properties may lack individual distinction but are important as a collection representing one or more of a defined historic, cultural, development and/or architectural context(s) (Section 2 (part) Ord. 789-NS, eff. October 5, 2006, as amended by § 1, Ord. 862-NS, eff. December 15, 2010)

3.3.5 City of Bell

The City of Bell does not have a historic preservation ordinance, nor has it prepared any historic surveys. Adopted in May 2018, the City of Bell 2030 Comprehensive General Plan includes a list of nine historic and potential historic resources located in the city. Its Resource Management Element was developed to promote the conservation and preservation of cultural resources for the benefit of future generations and includes Resource Management Element Policy 18, which states the following: “The City of Bell shall identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City. The City shall actively pursue funding and grants to finance preservation. Finally, the City shall create an inventory of important sites/buildings and develop a preservation program.”

The General Plan states that records held “at the University of California Los Angeles Archaeology Center” show that no prehistoric sites have been identified in Bell. Thus, the City of Bell concluded that there is low potential for future archaeological resource discovery within the city limits (City of Bell 2010).

3.3.6 City of Cudahy

The City of Cudahy does not have a historic preservation ordinance. Cudahy conducted a citywide residential historic survey in 1984 that resulted in the identification of 21 historic structures and has not since been updated. The City’s most recent General Plan, Cudahy 2040 (adopted March 2018), does not mention cultural resources in particular.

3.3.7 City of South Gate

The City of South Gate adopted a historic preservation ordinance in 1983 (Title 7, Chapter 7, Article 68) allowing for the designation of significant landmarks. The city maintains a small list of historic resources that includes the South Gate Community Center, a U.S. Post Office building, the Glenn T. Seaborg Residence, and a tile mosaic at the Civic Center Community Building. The ordinance includes provisions for local designation of culturally significant landmarks, which can include any site or improvement, manmade or natural, that has special character or special historical, cultural, architectural, community, or aesthetic value as part of the heritage of the city, state, or nation.

Upon application to the City Council of the City of South Gate by any interested parties, the City Council is empowered to designate a culturally significant landmark if it manifests one or more of the following criteria:

- A. It possesses a significant character, interest, or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state of California or the United States of America or if it is associated with a person whose life is historically significant
- B. It is the site of a historic event with a significant place in history
- C. It exemplifies the cultural, political, economic, social, or historical heritage of the community
- D. It portrays the environment in an era of history characterized by a distinctive architectural style
- E. It embodies those distinguishing characteristics of an architectural type or engineering specimen
- F. It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region
- G. It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation
- H. It is a part of or related to a distinctive area that is developed according to a specific historical, cultural, or architectural motif
- I. It represents an established and similar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristics
- J. It is, or has been, a valuable information source important to the prehistory or history of the city of South Gate, the southern California region, the state of California or the United States of America (Ord. 1576 § 1 (part), eff. August 8, 1983)

3.3.8 City of Downey

The City of Downey does not have a historic preservation ordinance, nor does it have any historic surveys. Adopted in 2005, the City of Downey General Plan lists six resources that are recognized as historically significant. The General Plan identifies enhancing the city's cultural resources as one of its goals and lists the following three policies aimed at achieving that goal:

- Policy 8.4.1 Identify the city's cultural resources
- Policy 8.4.2 Preserve the city's cultural resources
- Policy 8.4.3 Enhance the city's existing cultural resources

3.3.9 City of Paramount

The City of Paramount does not have a historic preservation ordinance, nor does it have any historic surveys or maintain a list of significant sites in the city. Its most recent General Plan, adopted in August 2007, includes a Resource Management Element that focuses on four key issues, among them cultural resources. The plan states that the maintenance and preservation of important cultural resources for future generations as one of its key land use objectives. It establishes several resource management policies, one of which is related to cultural resource preservation, and states the following: “The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.” In addition, the General Plan enumerates several resource management programs, the following of which pertain to cultural resources: Cultural Awareness, Cultural Resource Management, Design Guidelines and Review, and Environmental Review.

3.3.10 City of Bellflower

The City of Bellflower does not have a historic preservation ordinance, nor does it maintain a list of historically significant resources or surveys. However, the City’s 1994 General Plan Conservation Element includes the following goals, policies, and implementation programs:

- Goal 6. Identify and encourage the preservation of significant architectural, historical, and cultural resources.
- Policies:
 - 6.1. In the downtown area, in particular, encourage the adaptive reuse of buildings and structures of significant historical or cultural value.
 - 6.2 Encourage and provide incentives for the preservation of significant architectural, historical, and cultural buildings.

Implementation Programs

1. Compile and maintain a current inventory of architectural, cultural, and historical resources in Bellflower. These buildings and landmarks include but are to: Heritage Square, the Pacific Electric Railway Depot building, the Carpenter House, the Gerald House (Walnut Street): and numerous buildings in the downtown area. This action is done to facilitate the application for grants and funding for rehabilitation and improvement of these properties.
2. Continue working with the Southern Pacific Railroad to ensure the Pacific Electric Railway Depot building is maintained and preserved.
3. Utilize economic incentives, such as façade rebate programs and low interest loans, to facilitate the architectural renovation of the downtown area. In particular, efforts should be made to restore architecturally significant buildings to their original design.

3.3.11 City of Artesia

The City of Artesia does not have a formal process for the designation of historic resources, nor has it conducted any citywide historic surveys. The city established an ordinance, however, that led to the designation of a historic district that includes the city’s old fire station. The Community, Culture, and Economic Element in the city’s 2010 General Plan identifies some significant sites, including the Artesia Water Tower and Artesia Divino Espirito Santo Hall; this element sets forth some goals toward their preservation.

According to City of Artesia Municipal Code Title 5 Chapter 16, Designation of Local Historical Landmarks, the City Council may designate a building, landmark, or other property in Artesia as a local historical landmark in special recognition of the property's role during the formation or existence of the city. The Artesia Municipal Code Section 5-16.02, Method of Designation, outlines the process for designation of local historical landmarks, and Artesia Municipal Code Title 9 Chapter 2 Article 31.5, Historic District Zone, is established to preserve the historic nature of buildings located in the Historic District Zone. The Historic District Zone is established to promote the general welfare, education, and recreational pleasure of the public, through the identification, preservation, and enhancement of those buildings, structures, neighborhoods, landscapes, places, and areas with special historical, cultural, architectural, or archaeological significance.

3.4 Effects/Impacts Criteria

3.4.1 Federal Criteria

As mandated by Section 106 of the NHPA, federal agencies must take into account the effects of their undertakings on historic properties, assess the effects, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 CFR 800.1[a]). Effects may be direct, those that may come from the Project at the same time and place with no intervening cause; indirect, those that are caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable; or cumulative (ACHP 2019). For identified historic properties in 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 defined as follows.

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]).

According to 36 CFR 800.5[a][2], examples of an adverse effect on historic properties include, but are not limited to, the following:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

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]).

3.4.2 State Criteria

Under CEQA Guidelines Appendix G Criteria, adverse impacts to cultural resources would be considered significant if the proposed project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CCR Section 15064.5 (defined as listed or determined eligible for a state or local register, or any building, structure, or object that is determined to be historically significant to California history)
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CCR Section 15064.5 or a unique archaeological resource as defined in PRC 21083.2[g]
- Disturb any human remains, including those interred outside of formal cemeteries

Section 15064.5 of the CEQA Guidelines provides that, in general, a resource not listed on state or local registers of historical resources shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing on the CRHR. This section also provides standards for determining what constitutes a “substantial adverse change” that must be considered a significant impact on archaeological or historical resources. For example, a “substantial adverse change” in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (CEQA Guidelines, 14 CCR §15064.5 [b][1]).

3.5 Types of Effects/Impacts

As stated above, Section 106 defines an effect, including both direct and indirect, as an “alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register [of Historic Places].” In assessing effects, Section 106 states that an adverse effect occurs when “...an undertaking may alter, directly or indirectly, any of the characteristics of a historic property...” Similarly, CEQA defines a significant impact to a historical resource as one that may cause a substantial adverse change in the significance of a historical resource (§ 21084.1.). CEQA defines a substantial adverse change as the “...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (15064.5).

This study considered both direct and indirect effects to historic properties/historical resources. Physical impacts to historic properties/historical resources primarily include their alteration or modification. In addition to physical effects/impacts, those such as noise, vibration, and visual effects/impacts were considered, as they too have the capability to adversely affect historic properties and significantly impact historical resources. The thresholds and methods for evaluating noise, vibration, and visual effects/impacts on historic properties/historical resources are further described in the following sections.

3.5.1 Noise Effect/Impacts

FTA has not established noise thresholds to determine the level of noise that would constitute an adverse effect/significant impact to historic properties/historical resources. Further, what constitutes a noise impact under NEPA may or may not be applicable or equivalent to effects on historic properties under Section 106 or significant impacts under CEQA. Under Section 106, an adverse noise effect would occur if it were to alter the characteristics of a historic property that make it eligible for the NRHP or diminish its ability to convey its historic significance (i.e., the property's integrity). Similarly, under CEQA, a significant noise impact would occur if it resulted in the substantial adverse change in the significance of a historical resource.

Potential noise effects/impacts of the Project were evaluated and presented in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Noise and Vibration Impact Report) (Metro 2021c). However, as noted above, an adverse effect/significant impact as assessed in the Noise and Vibration Impact Report does not necessarily imply an adverse effect/significant impact to a historic property/historical resource for the purposes of Section 106 or CEQA. Therefore, in the analysis presented in this study, noise effects/impacts were considered specifically for their ability to effect/impact the significance of historic properties/historical resources within the APE. In doing so, a property's sense of quiet or solitude as necessary to convey its historic significance was considered as part of the effects/impact analysis.

3.5.2 Vibration Effects/Impacts

Ground-borne vibration generated by construction equipment or project operation has the potential to result in damage to historic properties/historical resources. Physical damage to a historic property/historical resource may alter its characteristics such that it is no longer eligible for the NRHP or that its ability to convey its historic significance is diminished. Physical damage may also constitute the substantial adverse change in the significance of a historical resource if the resource or its surroundings are physically altered. Depending on the nature and extent, physical damage to historic properties/historical resources due to vibration may constitute an adverse effect under Section 106 and a significant impact under CEQA.

Similar to noise effects/impacts, potential vibration effects/impacts of the Project were evaluated and presented in the Noise and Vibration Impact Report (Metro 2021c). That study concluded that there are no locations in the APE in close proximity to a historic property/historical resource where construction or operation of the Project (all build alternatives) would exceed the FTA-established thresholds for fragile buildings (FTA 2018, Metro 2021c). For the purposes of the analysis presented herein, vibration effects/impacts that do not have the potential to result in damage to historic properties/historical resources were considered not adverse or significant.

3.5.3 Visual Effects/Impacts

The Project has the potential to result in adverse visual effects/impacts to historic properties/historical resources. Adverse visual effects under Section 106 are those that diminish a historic property's integrity, negatively affecting its ability to convey historic significance and hence compromising its eligibility for historic designation. Similarly, under CEQA, visual changes to a historical resource have the ability to result in substantial adverse change in the significance of that resource. Examples of such potential effects/impacts include the introduction of elements into the setting of a property and the alteration of the viewsheds to and from a historic property/historical resource.

Determining why a property is significant and understanding what characteristics make it so are essential to assessing visual effects/impacts. For the purposes of the analysis presented in this study, the existing relationship of a historic property/historical resource to its current setting and the reason for its significance and character-defining features were first identified. The setting of a historic property/historical resource may or may not contribute to its significance and, therefore, the visibility of the Project from a given historic property/historical resource may or may not result in an adverse effect/significant impact. Visual effects/impacts were analyzed for their ability to diminish a property/resource's integrity of setting, if in fact setting is essential in a given property's ability to convey significance.

4 PROPERTIES DETERMINED ELIGIBLE

The following section presents the results of the *WSAB Transit Corridor Project Final Cultural Resources Survey Report–Rev 1* (WSAB Survey Report) (Metro 2020a), which provide the basis for the effects/impacts analysis contained in Section 5. The WSAB Survey Report consists of a summary of the following: a search of the California Historical Resources Information System (CHRIS), Native American and local interested party and Section 106 outreach, AB 52 consultation, archival and background research, a phased archaeological survey, and an intensive-level built environment survey.

The study resulted in the identification of eight archaeological historic properties/historical resources and 68 built environment resources, 54 of which are both historic properties under Section 106 and historical resources under CEQA. Fourteen of the 68 are historical resources under CEQA only. These historic properties/historical resources are described in further detail below. For a thorough description of survey methodology, refer to the *WSAB Transit Corridor Project Final Cultural Resources Survey Report–Rev 1* (Metro 2020a).

4.1 Archaeological Historic Properties/Historical Resources

The entirety of the APE is located in previously developed areas, including public ROWs (streets and railroads), and areas occupied with industrial, commercial, and residential development. During the field survey conducted for this study, ground visibility was relatively poor (less than 10 percent) throughout most of the direct APE due to the presence of existing development including rail track and ballast, buildings and structures, pavement, and/or landscaping.

The horizontal extent of the direct (archaeological) APE encompasses all areas of ground disturbance, areas with permanent site improvements, and areas for staging and temporary construction activities. Although the depth of disturbance varies along the project alignment, the vertical limit of the direct APE extends up to 115 feet below the current ground surface and 90 feet above the current grade.

The direct APE contains eight archaeological historic properties/historical resources, listed in Table 4.1. One of these sites (Primary Number [P]-19-001575) has been determined eligible for listing in the NRHP, and the remainder are presumed eligible for listing in the NRHP and CRHR for purposes of this study. These eight archaeological sites are considered historic properties for the purposes of Section 106 and historical resources under CEQA.

Table 4.1. Archaeological Historic Properties/Historical Resources in the APE

Primary Number	Era	Eligibility Status	Alternative	Location in APE	Eligibility Criteria (NRHP/CRHR) ¹
P-19-002849	Historic	Presumed eligible for NRHP and CRHR	Alternatives 1, 2, and 3	Direct APE	D/4
P-19-003181	Historic	Presumed eligible for NRHP and CRHR	Alternative 1	Direct APE	D/4
P-19-003588	Historic	Presumed eligible for NRHP and CRHR	Alternative 1	Direct APE	D/4
P-19-003862	Historic	Presumed eligible for NRHP and CRHR	Alternative 1	Direct APE	D/4
P-19-004171	Historic	Presumed eligible for NRHP and CRHR	Alternative 1/Design Option 2	Direct APE	D/4
P-19-004201	Historic	Presumed eligible for NRHP and CRHR	Alternative 1	Direct APE	D/4
P-19-004202	Historic	Presumed eligible for NRHP and CRHR	Alternative 1	Direct APE	D/4
P-19-001575	Historic and Prehistoric	Determined eligible for NRHP; listed in CRHR	Alternative 1	Direct APE	D/4

Source: Metro 2020a

Notes: ¹-NRHP Criterion D (information potential) and CRHR Criterion 4 (has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation).

APE = Area of Potential Effects; CRHR = California Register of Historical Resources; NRHP = National Register of Historic Places

4.2 Built Environment Resources

The architectural APE is defined as any area within which built environment features may be subject to potential direct and indirect effects, including physical, visual, noise, vibration, and/or ground settlement, resulting from construction or implementation of the proposed project. In areas where the proposed alignment would be at-grade, within existing railroad or Metro ROWs, the architectural APE encompasses the same area as the direct (archaeological) APE. This is because the introduction of a rail system in areas where rail systems functioned historically would not have an increased potential to cause effects to historic properties. In areas where the proposed alignment is underground, aerial, or outside existing railroad ROW, the architectural APE extends horizontally to the first row of adjacent parcels and vertically (variable from 115 feet below grade to 90 feet above grade) to the level of disturbance described above for the direct APE.

The architectural APE contains 54 properties that are listed in or determined eligible for listing in the NRHP. Of these, 18 properties were listed or determined eligible for listing in the NRHP prior to the WSAB Survey Report (Table 4.2) and the remainder were determined eligible as a result of the WSAB Survey Report (Table 4.3). As properties listed in or determined eligible for listing in the NRHP, they are considered historic properties for the purposes of Section 106 and historical resources under CEQA.

Table 4.2. Built Environment Historic Properties Listed or Determined Eligible for Listing in the NRHP Prior to the WSAB Study

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (NRHP/CRHR/local) ⁷
900 North Alameda Street, Los Angeles (Los Angeles Terminal Annex Post Office/P-19-170973)	1-006	5409015016	1S	Alternative 1	Direct APE	A/1 and C/3
750-800 North Alameda Street, Los Angeles (Los Angeles Union Passenger Terminal/P-19-171159)	1-007	5409023941; 5409024009; 5409023063; 5409023934; 5409023946; 5409015914	1S	Alternative 1 /Design Option 1	Direct and Architectural APE	C/3
760 South Hill Street, Los Angeles (Union Bank and Trust Company Building/P-19-173194)	3-023	5144014051	2S3; 5S1	Alternative 2	Architectural APE	A/1/1 and C/3/3
403 West 8th Street, Los Angeles (Garfield Building/P-19-167275)	3-024	5144013033	1S; 5S1	Alternative 2	Architectural APE	C/3/3
301 West 8th Street, Los Angeles (Merritt Building/P-19-166998)	3-025 ¹	5144014027	1D; 2D2	Alternative 2	Architectural APE	District: A/1 and C/3
756 South Broadway, Los Angeles (Charles C. Chapman Building/P-19-166888)	3-026 ¹	5144015057	1D; 2S2; 5S1	Alternative 2	Architectural APE	1, 2 and 3 (local) and C/3 (NR and CR) District: A/1 and C/3
800 South Broadway, Los Angeles (Tower Theater/P-19-166898)	3-027 ¹	5144016067	1D; 2D2; 5S1	Alternative 2	Architectural APE	1 and 3 (local) District: A/1 and C/3

4 Properties Determined Eligible

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (NRHP/CRHR/local) ⁷
801 South Broadway, Los Angeles (Hamburger's Department Store/P-19-166869)	3-028 ¹	5144017030	1D; 2D2; 3S; 5S1	Alternative 2	Architectural APE	1 and 3 (local) District: A/1 and C/3
810-830 South Flower Street, Los Angeles (Southern California Gas Complex/P-19-187004)	3-029	5144020193; 5144020040	1S; 2S3; 5S1	Alternative 2	Architectural APE	A/1/1 and C/3/3
800 West 7th Street, Los Angeles (Barker Brothers Furniture Store/P-19-172123)	3-030 ²	5144010022	2S2; 3CD; 3D; 5D3; 5S1	Alternative 2	Direct APE	C/3 District: A/1/1 and C/3/3
315 East 8th Street, Los Angeles (Textile Center Building/P-19-173242)	4-037	5145003037	1S; 5S1	Alternative 2	Architectural APE	B/2/2 and C/3/3
217 East 8th Street, Los Angeles (Garment Capital Building/P-19-173240)	4-038	5145003089	1S; 5S1	Alternative 2	Direct APE	2 (local) and C/3/3
777 South Alameda Street/1312 East 7th Street, Los Angeles (Los Angeles Union Terminal District/P-19-173255)	5-010 ³	5146009007; 5146009003;	2D2	Alternatives 1 and 2	Direct (Alt. 2) and Architectural (Alt. 1) APE	A/1 and C/3
5024 Holmes Avenue, Los Angeles (Pueblo Del Rio Public Housing Complex Historic District [portion of]/P 19-188179)	8-013 ⁴	5105005900; 5105006900; 5105006901; 5105006902; 5106027901	2S2	Alternatives 1 and 2	Architectural APE	A/1/1 and C/3/3

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (NRHP/CRHR/local) ⁷
No Address; LADWP Boulder Dam-Los Angeles 287.5 kV Transmission Line (P-19-188983)	17-005	6222001279; 6222003270; 6222005273	1S	Alternatives 1, 2 and 3	Direct and Architectural APE	A/1 and C/3
No Address; Southern California Edison Long Beach to Laguna Bell Transmission Line (P-19-192309)	18-016	6233003803; 6233002806; 6233003800; 6233002800	2S2	Alternatives 1, 2 and 3	Direct and Architectural APE	A/1 and C/3
7601 East Imperial Highway, Downey (Rancho Los Amigos Medical Center Historic District/P-19-189330)	19-013 ⁵	6245016934	2S2	Alternatives 1, 2 and 3	Direct and Architectural APE	A/1 (district)
I-105/Century Freeway-Transitway Historic District (portion of)	21-027 ⁶	N/A	2D2	Alternatives 1, 2, 3 and 4	Direct and Architectural APE	A/1 and C/3

Source: Metro 2020a

Notes: ¹-Contributor to the NRHP/CRHR-listed Broadway Theater and Commercial Historic District

²-Contributor to the potential 7th Street Commercial Historic District

³-Los Angeles Union Terminal Buildings Historic District

⁴-Portion of Pueblo del Rio Public Housing Complex Historic District

⁵-Rancho Los Amigos Medical Center Historic District

⁶-Portion of the I-105/Century Freeway-Transitway Historic District

⁷-All eligibility criteria are presented with NRHP Criterion first, followed by CRHR Criteria and then local criteria (for example: A/1/1); see the Regulatory Framework (Section 3) of this report for further description of NRHP, CRHR and applicable local eligibility criteria.

APE = Area of Potential Effects; APN = Assessor's Parcel Number; CHR= California Historic Resource Status Code; CRHR = California Register of Historical Resources; LADWP = Los Angeles Department of Water and Power; NRHP = National Register of Historic Places; WSAB = West Santa Ana Branch

Table 4.3. Built Environment Historic Properties Determined Eligible for Listing in the NRHP as a Result of the WSAB Study

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (CRHR/ Local) ²
216 South Alameda Street, Los Angeles (John A. Roebing's Sons Co./P-19-190521)	2-003 ¹	5163009005	3D; 3S; 3CD; 3CS; 5D3; 5S3	Alternative 1	Architectural APE	C/3/3 District: A/1/1
701 East 3rd Street, Los Angeles	2-004 ¹	5163009902	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
312 South Alameda Street, Los Angeles	2-005 ¹	5163010009	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
400 South Alameda Street, Los Angeles	2-006 ¹	5163026001	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
422, 426, 430 South Alameda Street Los Angeles	2-008 ¹	5163026002; 5163026003; 5163026004	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
436 South Alameda Street, Los Angeles	2-009 ¹	5163026005	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
440 South Alameda Street, Los Angeles	2-010 ¹	5163026006	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
500 South Alameda Street, Los Angeles	2-011	5163027012	3S; 3CS; 5S3	Alternative 1	Architectural APE	A/1/1 and C/3/3
542 South Alameda Street, Los Angeles	2-013 ¹	5163027011	3S; 3D; 3CD; 3CS; 5D3; 5S3	Alternative 1	Architectural APE	C/3/3 District: A/1/1
Air Raid Siren No. 65	2-015	N/A	3S; 3CS; 5S3	Alternative 2	Direct APE	A/1/1 and C/3/3
757 South Flower Street, Los Angeles	3-002	5144010009	3S; 3CS; 5S3	Alternative 2	Architectural APE	A/1/1 and C/3/3
Air Raid Siren No. 5	3-006	N/A	3S; 3CS; 5S3	Alternative 2	Direct APE	A/1/1 and C/3/3
416 West 8th Street, Los Angeles (Commercial Exchange Building/P-19-173243)	3-010	5144018030	3S; 3CS; 5S3	Alternative 2	Architectural APE	C/3/3
313 West 8th Street, Los Angeles	3-013	5144014026	3S; 3CS; 5S3	Alternative 2	Architectural APE	A/1/1
801 South Spring Street, Los Angeles	3-014	5144016058	3S; 3CS; 5S3	Alternative 2	Architectural APE	C/3/3

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (CRHR/ Local) ²
756 South Spring Street, Los Angeles (Great Republic Life Building/P-19-173226)	3-015	5144015228	3S; 3CS; 5S1	Alternative 2	Direct APE	C/3; 1 and 3 (local)
810 South Spring Street, Los Angeles (National City Bank Building/*P-19-173227)	3-017	5144016044	3S; 3CS; 5S1	Alternative 2	Direct APE	C/3/3
Air Raid Siren No. 10, South Los Angeles and East 8th Streets, Los Angeles	4-001	N/A	3S; 3CS; 5S3	Alternative 2	Direct APE	A/1/1 and C/3/3
508 East 8th Street, Los Angeles	4-007	5145010027	3S; 3CS; 5S3	Alternative 2	Architectural APE	C/3/3
840 South Santee Street, Los Angeles	4-039	5145012025	3S; 3CS; 5S3	Alternative 2	Architectural APE	A/1/1 and C/3/3
Air Raid Siren No. 189, East 8th and McGarry Streets, Los Angeles	5-003	N/A	3S; 3CS; 5S3	Alternatives 1 and 2	Direct APE	A/1/1 and C/3/3
1753 East Olympic Boulevard, Los Angeles	5-004	5146010012	3S; 3CS; 5S3	Alternatives 1 and 2	Architectural APE	C/3/3
1250 Long Beach Avenue, Los Angeles	5-009	5130023045	3S; 3CS; 5S3	Alternatives 1 and 2	Architectural APE	C/3/3
1608 East 15th Street, Los Angeles	6-004	5130017015	3S; 3CS; 5S3	Alternatives 1 and 2	Architectural APE	C/3/3
1600 Compton Avenue, Los Angeles	6-006	5129021024	3S; 3CS; 5S3	Alternatives 1 and 2	Architectural APE	C/3/3
2001 South Alameda Street, Los Angeles (Mack International Motor Truck Corporation/P-19-188191)	6-014	5167014008	3S; 3CS; 5S3	Alternatives 1 and 2	Architectural APE	C/3/3
Air Raid Siren No. 70, East 24th Street and Long Beach Avenue, Los Angeles	6-020	N/A	3S; 3CS; 5S3	Alternatives 1 and 2	Direct APE	A/1/1 and C/3/3

4 Properties Determined Eligible

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (CRHR/ Local) ²
6000 Alameda Street, 1978 Belgrave Avenue, and 2005 Randolph Street, Huntington Park	9-015	6321007015; 6321007016; 6321007017	3S; 3CS; 5S3	Alternatives 1, 2 and 3	Direct and Architectural APE	C/3/3
6101 Santa Fe Avenue, Huntington Park	10-012	6321011035; 6321011900	3S; 3CS; 5S3	Alternatives 1, 2 and 3	Direct and Architectural APE	C/3/3
2860 Randolph Street, Huntington Park	10-017	6319001002	3S; 3CS; 5S3	Alternatives 1, 2 and 3	Architectural APE	C/3/3
Southern California Edison Randolph Substation	11-016	6319021801	3S; 3CS; 5S3	Alternatives 1, 2 and 3	Architectural APE	C/3/3
6300 State Street, Huntington Park	11-018	6319009014	3S, 3CS, 5S3	Alternatives 1, 2 and 3	Architectural APE	C/3/3
Union Pacific Los Angeles River Rail Bridge, South Gate	17-006	6222040903	3S; 3CS; 5S3	Alternatives 1, 2 and 3	Direct APE	C/3 and E (local)
14819 Paramount Boulevard, Paramount	24-001	6241016012; 6241016019; 6241016009; 6241016010; 6241016011	3S; 3CS	Alternatives 1, 2 and 3	Architectural APE	C/3
Bellflower Pacific Electric Railway Depot (P-19-186111)	28-008	7109009903	3S; 3CS	Alternatives 1, 2, 3 and 4	Direct APE	A/1 and C/3
10040 Flora Vista Street, Bellflower	28-009	7109009004	3S; 3CS	Alternatives 1, 2, 3 and 4	Architectural APE	C/3

Source: Metro 2020a

Notes: ¹-Contributor to the potential Downtown Los Angeles Industrial Historic District

²- All eligibility criteria are presented with NRHP Criterion first, followed by CRHR Criteria and then local criteria (for example: A/1/1); see the Regulatory Framework (Section 3) of this report for further description of NRHP, CRHR and applicable local eligibility criteria.

APE = Area of Potential Effects; APN = Assessor's Parcel Number; CHR=California Historical Resources; CRHR = California Register of Historical Resources; N/A = not applicable; NRHP = National Register of Historic Places; WSAB = West Santa Ana Branch

Of the 54 built environment historic properties in the architectural APE, 38 are composed of a single assessor's parcel and consist primarily of one building. One of these historic properties is a structure (Union Pacific Los Angeles River Rail Bridge/Map Reference Number [MRN] 17-006) and five are non-parcel resources consisting of five individual structures (MRNs 2-015, 3-006, 4-001, 5-003, 6-020), air raid sirens, sited in the public ROW. Ten of the 54 built environment historic properties in the architectural APE are comprised of more than one assessor's parcel; many of these include multiple buildings that function as a single property spanning multiple parcels. Two of these 10 resources are composed of a group of related structures, the Los Angeles Department of Water and Power (LADWP) Boulder Dam to Los Angeles 287.5 kV Transmission Line and the Southern California Edison Long Beach to Laguna Bell Transmission Line (MRNs 17-005 and 18-016).

Several of the 54 historic properties in the architectural APE are contributing resources to historic districts. Eight historic properties in the APE are contributors to the potential Downtown Los Angeles Industrial Historic District (MRN 2-018) and one historic property in the APE is a contributor to the potential 7th Street Commercial Historic District (MRN 3-031). In order to adequately address potential effects/impact, the potential Downtown Los Angeles Industrial Historic District and the potential 7th Street Commercial Historic District were assumed eligible for the purposes of this study. The history and significance of these potential districts is provided following Table 4.4 for reference.

Two of the historic properties in the APE are contributors to the NRHP/CRHR-listed Broadway Theater and Commercial Historic District (MRN 3-032). Two of the historic properties in the APE comprise large portions of listed/determined eligible historic districts; these are Pueblo del Rio Public Housing Complex Historic District (MRN 8-013) and I-105/Century Freeway-Transitway Historic District (MRN 21-027). The Los Angeles Union Terminal Buildings Historic District (5-010) and the Rancho Los Amigos Medical Center Historic District (19-013) are entirely encompassed by the APE. The history and significance of the Broadway Theater and Commercial Historic District is provided following Table 4.4 for reference. A discussion of the history and significance of the other districts mentioned above is included in their respective effects/impacts analysis in Section 5.

The architectural APE includes 14 properties that are ineligible for listing in the NRHP but eligible for the CRHR and/or local designation. Of these 14 properties, 11 are composed of a single assessor's parcel and consist of one building. One of the properties, 740-7406 Towne Avenue (MRN 4-021), is comprised of two assessor's parcels on which two buildings are sited. Two of the properties are non-parcel resources (MRN 3-007 and 3-016) consisting of light standards sited in the public ROW. One of the properties, 18644 Alburdis Avenue (MRN 32-021), is a contributor to the Artesia Historic District, a locally eligible historic district. As properties not eligible for listing in the NRHP but eligible for listing in the CRHR and/or for local designation, the properties listed in Table 4.4 are considered historical resources for the purposes of CEQA and are not historic properties under Section 106 of the NHPA. Figure 4-1 shows both historic properties and historical resources, all labeled by their MRN.

In the following text, the Los Angeles Downtown Industrial District, the 7th Street Commercial Historic District, and the Broadway Theater Commercial District are briefly described. The potential effects/impacts of the Project on district contributors, and therefore on the districts themselves, is considered in the property/resource-specific effects/impacts analysis presented in Section 5.2.

Table 4.4. Built Environment Historical Resources Eligible for listing in the CRHR and/or Local Designation

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (CRHR/local) ²
801 South Flower Street, Los Angeles	3-004	5144021029	3CS; 5S3	Alternative 2	Direct APE	3/3
South Hope Street Streetlights (South Hope Street at West 8th Street, Los Angeles)	3-007	N/A	5S3	Alternative 2	Direct APE	1/3
423 West 8th Street, Los Angeles (Bristol Hotel/P-19-172418)	3-008	5144013028	3CS; 5S3	Alternative 2	Architectural APE	1/1 and 3/3
419 1/2 West 8th Street, Los Angeles	3-009	5144013029	3CS; 5S3	Alternative 2	Architectural APE	3/1 and 3
South Main Street Streetlights (South Main Street at East 8th Street, Los Angeles)	3-016	N/A	5S3	Alternative 2	Direct APE	1 and 3 (local)
752 South Main Street, Los Angeles	3-018	5145001012	3CS; 5S3	Alternative 2	Architectural APE	1/1 and 3/3
812 South Spring Street, Los Angeles (Gans Brothers Building/LA HCM 737)	3-019	5144016073	5S1	Alternative 2	Architectural APE	3 (local)
801 South Los Angeles Street, Los Angeles	3-021	5145014001	3CS; 5S3	Alternative 2	Direct APE	1/1 and 3/3
809 South Los Angeles Street, Los Angeles	3-022	5145014007	3CS; 5S3	Alternative 2	Architectural APE	3/3
740 and 746 Towne Avenue, Los Angeles	4-021	5146031047; 5146031034	3CS; 5S3	Alternative 2	Direct APE	1/1
1731 East Olympic Boulevard, Los Angeles	5-005	5146010015	5S3	Alternatives 1 and 2	Architectural APE	C/3
6231 Maywood Avenue, Huntington Park	13-001	6318007006	3CS; 5S3	Alternatives 1, 2 and 3	Architectural APE	3/3

Property Name/Address	Map Reference No.	APN(s)	CHR Status Code	Alternative	Location in APE	Eligibility Criteria (CRHR/local) ²
3477 East Gage Avenue, Huntington Park	13-003	6318007001	3CS; 5S3	Alternatives 1, 2 and 3	Direct APE	3/3
The Frampton-Dantema House/18644 Alburdis Avenue, Artesia	32-021 ¹	7039010901	5D1	Alternatives 1, 2, 3 and 4	Direct APE	3 (local)

Source: Metro 2020a

Notes: ¹-Contributor to the Artesia Historic District

²-All eligibility criteria are presented with CRHR Criterion first, followed by local criteria (for example: 1/1); if resource is only locally eligible, "local" is noted in parentheses; see the Regulatory Framework (Section 3) of this report for further description of NRHP, CRHR, and applicable local eligibility criteria.

APE = Area of Potential Effects; APN = Assessor's Parcel Number; CHR=California Historical Resource; CRHR = California Register of Historical Resources

4.2.1 Los Angeles Downtown Industrial District

The summary below was generally excerpted from the *Los Angeles Citywide Historic Context Statement- Context: Industrial Development, 1850-1980* (City of Los Angeles 2018).

The Downtown Los Angeles Industrial Historic District is an industrial zone situated between the Alameda Street corridor and the Los Angeles River, just east of downtown Los Angeles. The district is generally bounded by East 1st Street on the north, Santa Fe Avenue and Mateo Street on the east, East 7th Street on the south, and South Alameda Street on the west. Interior streets are arranged in a generally orthogonal grid, with 4th Street traversing the district diagonally from the northwest to the southeast. Development in the district is almost exclusively industrial in nature, with a handful of commercial and institutional uses. Properties within the district vary widely in size, from modest industrial storefronts to massive warehouses spanning full city blocks. Original buildings were constructed primarily from 1900 to 1940 and are predominantly vernacular or utilitarian in design. Today, these early buildings share the block with more recent construction.

The Downtown Los Angeles Industrial Historic District is eligible for listing in the NRHP, the CRHR, and as an HPOZ under criteria A/1/1 for its role in the industrial history and development of Los Angeles. The district as a whole served as the city's primary industrial district from the late nineteenth century through World War II. The district's period of significance is 1900 to 1940 when most of the original buildings in the district were constructed. Contributors not only represent important industries and industrial building typologies, but also reflect significant examples of architectural styles of the day applied to industrial buildings and were often the work of noted architects and designers (City of Los Angeles 2018).

4.2.2 7th Street Commercial Historic District

The summary below was generally excerpted from the *Historic Resources Survey Report-Central City Community Plan Area* (City of Los Angeles 2016).

The 7th Street Commercial Historic District is an eight-block-long commercial district in the center of downtown Los Angeles. Moderate in size, the district includes parcels on both sides of 7th Street between Main Street on the east and Figueroa Street on the west. The district is primarily composed of multi-storied, mixed-use commercial buildings that date to the early twentieth century. Interspersed between these mixed-use buildings are a few contemporary commercial buildings that were constructed after World War II. Buildings within the district are sited on dense, rectangular parcels and are flush with the street. District contributors are designed in a variety of architectural styles that were commonly applied to early twentieth-century commercial buildings, with a high concentration of Beaux-Arts-style buildings. Some buildings were remodeled in the 1930s and exhibit characteristics of the Art Deco style. Common architectural features include symmetrical facades; flat roofs with heavy cornices; terra-cotta, brick, and stone wall cladding; entrance canopies; display windows, often arranged in a tripartite configuration; blade signs; and the generous application of ornament. Many of the buildings exhibit an exceptional degree of articulation and are regarded as some of the best examples of early twentieth-century commercial architecture in the city.

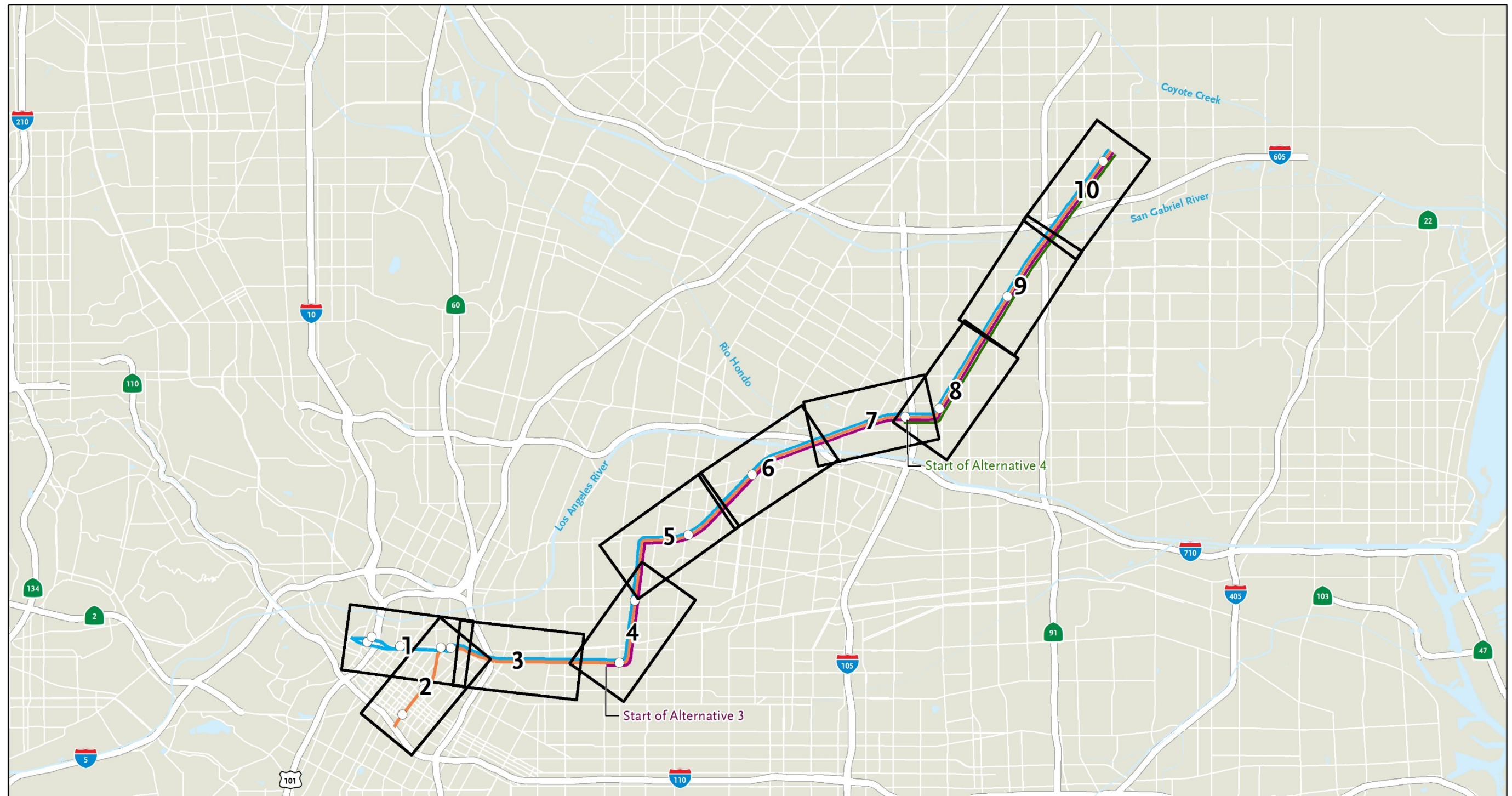
The 7th Street Commercial Historic District is eligible for listing in the NRHP, the CRHR, and as an HPOZ under criteria C/3/3 as it contains an excellent concentration of Beaux-Arts commercial architecture and other architectural styles. This district is also eligible under criteria A/1/1 as it also reflects early twentieth-century commercial development and the growth of the city's central business district. The period of significance has been identified as 1906-1928, which accounts for the primary period of development (City of Los Angeles 2016).

4.2.3 Broadway Theater and Commercial District

The Broadway Theater and Commercial District is located in downtown Los Angeles between Second Street and Olympic Boulevard. It is the first and largest historic theater district listed in the NRHP. The theater district runs seven blocks along South Broadway in downtown Los Angeles. These seven blocks were developed between 1894 and 1931, primarily with large office buildings, department stores, and theaters. The buildings range in height from one to twelve stories, with the fairly even street wall broken on few occasions by surface parking lots. Most of the contributing buildings were designed in traditional architectural styles, the most common being Beaux-Arts, which in commercial buildings usually exhibits division of the street-facing elevations into three horizontal zones based on the parts of column in Classical architecture. The district's high level of coherence can be attributed to several factors. First the buildings all conform to common set-back, abutting the sidewalk. Second, while the styles of the buildings may vary, the buildings are clad in many of the same materials, notably glazed terra cotta, glazed brick, and cast stone. Third, most of the buildings contain street-level storefronts.

The District was listed in the NRHP in 1979 and was expanded to include an additional city block in 2002. The Broadway Theater and Commercial District is significant under Criteria A and C. The area was the premiere shopping and movie-going destination for Los Angeles residents and tourists through several periods of major growth during which the city became a major metropolis. The variety and quality of architecture on Broadway is evidence of its important place in the regional economy in the first decades of the twentieth century. Some of the most prominent architects working in Los Angeles are represented within the district, which contains many important examples of movie palaces and retail and commercial architecture within the dense urban area. The period of significance is 1894 to 1931, when the last movie palace was constructed (United States Department of the Interior 2002).

Figure 4-1. Built Environment Properties in the APE that are Listed in, Determined, or Assumed Eligible for the NRHP and/or CRHR



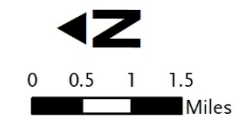
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/07; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2019.

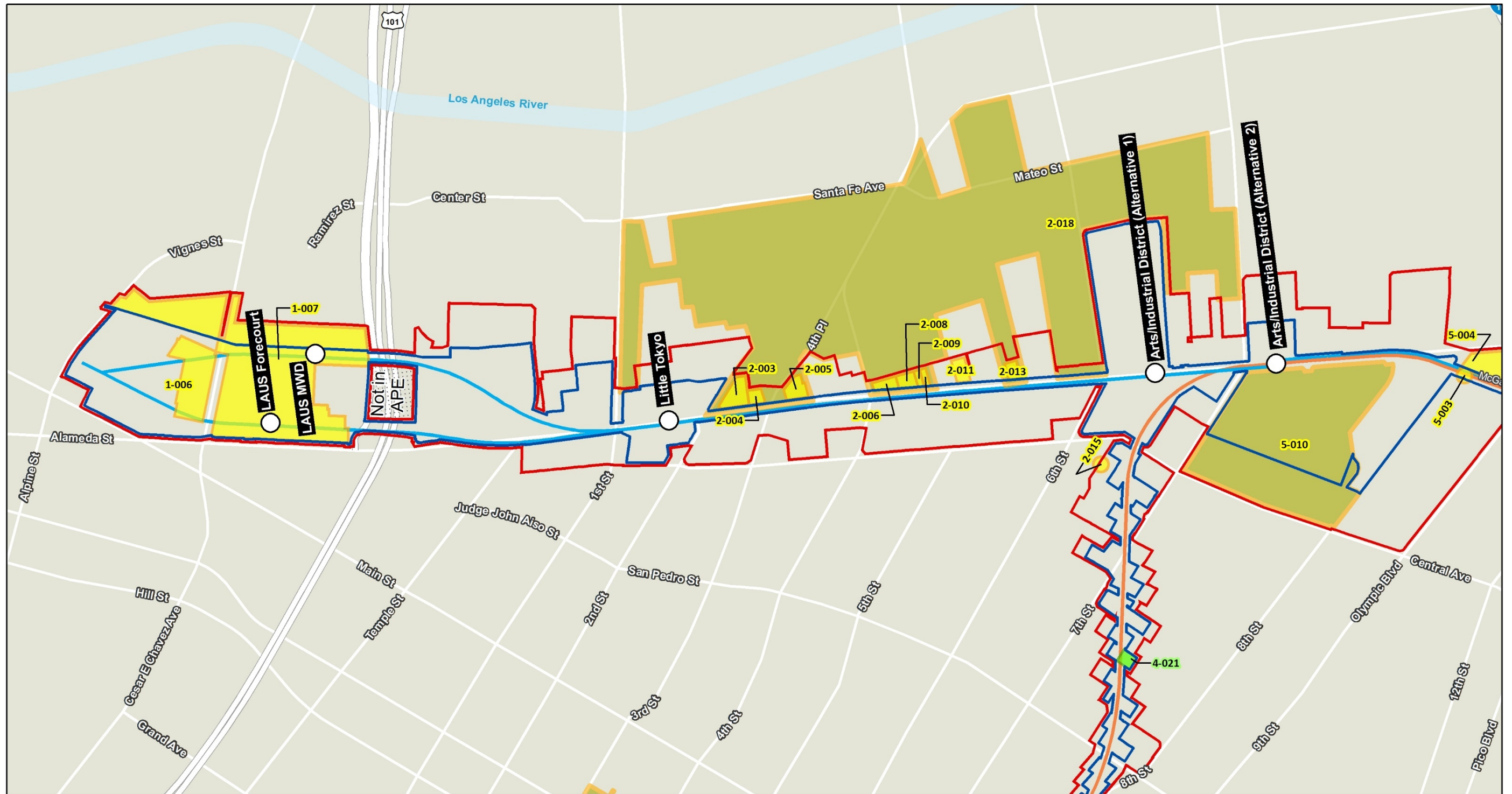
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West Santa Ana Branch (WSAB) Proposed

- Stations
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer

- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer



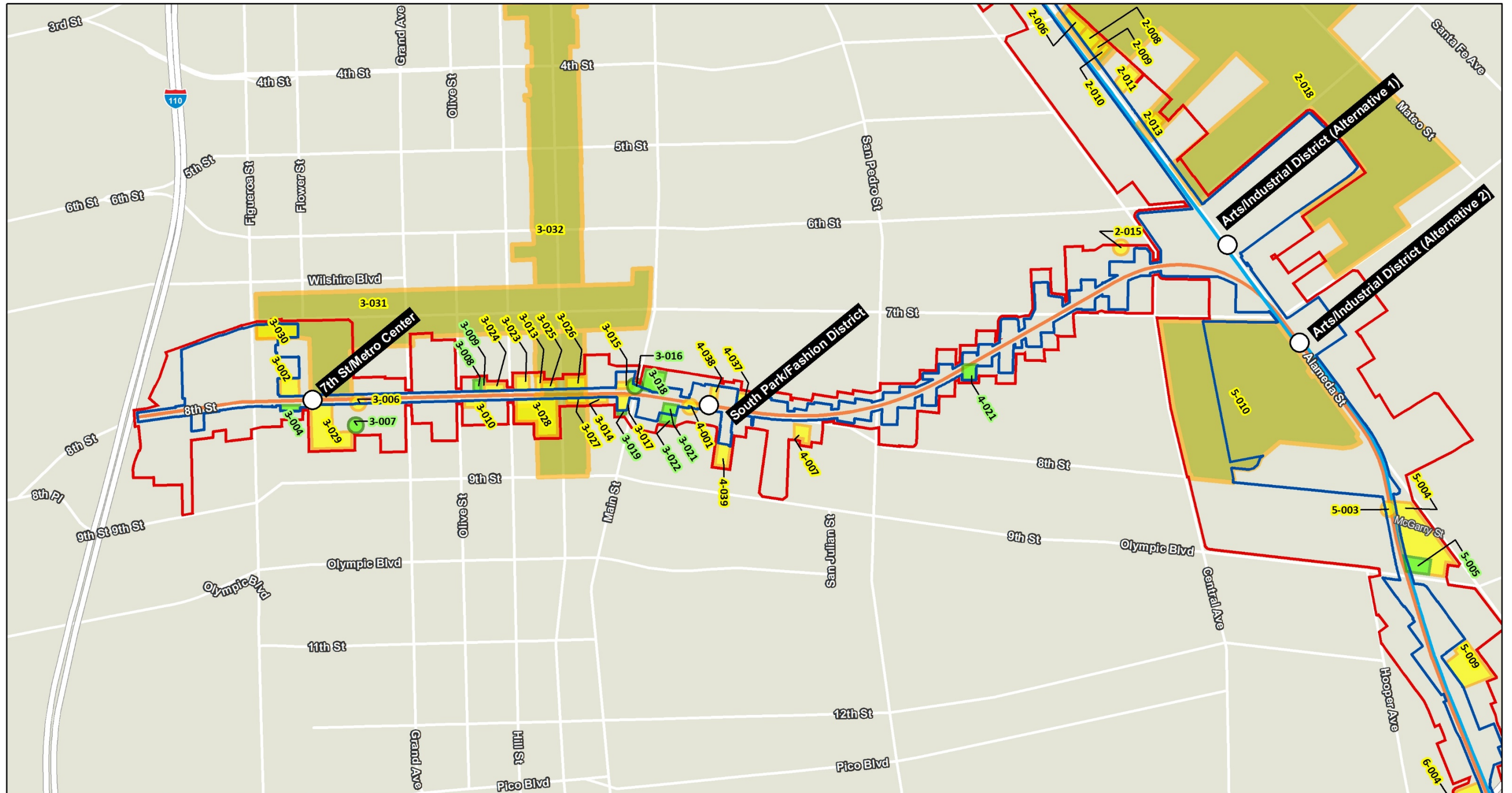


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/07; Imagery from Esri and its licensors © 2019.

- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)
- Properties Listed or Eligible for State and/or Local Listing (Historical Resources)
- Historic District Listed, Determined or Assumed Eligible for Listing in the NRHP

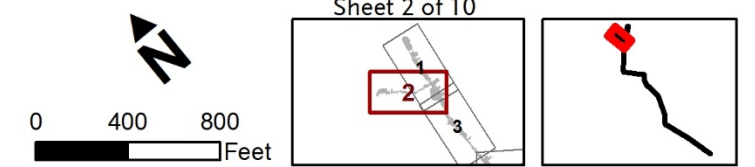
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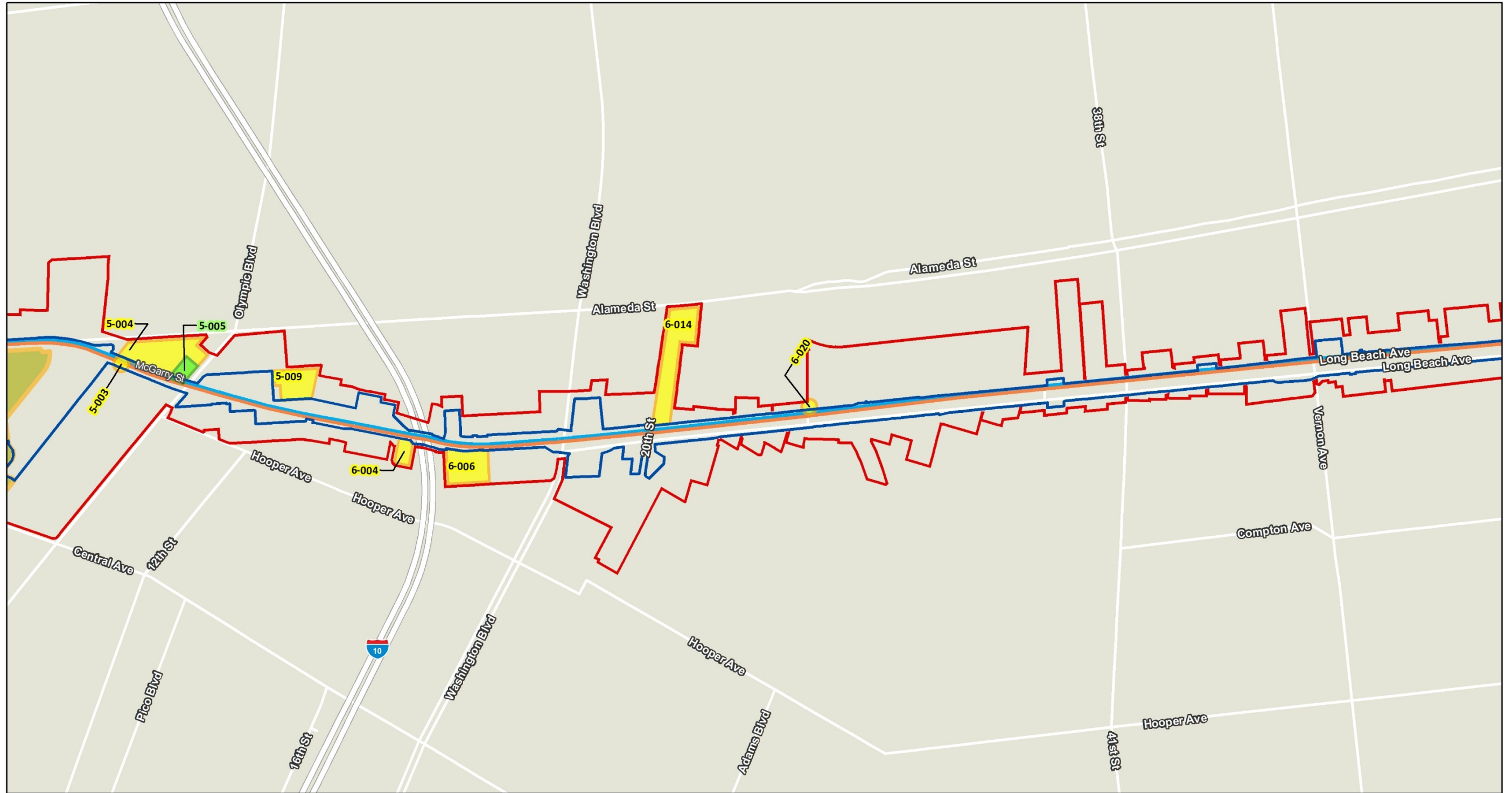
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- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)
- Properties Listed or Eligible for State and/or Local Listing (Historical Resources)
- Historic District Listed, Determined or Assumed Eligible for Listing in the NRHP



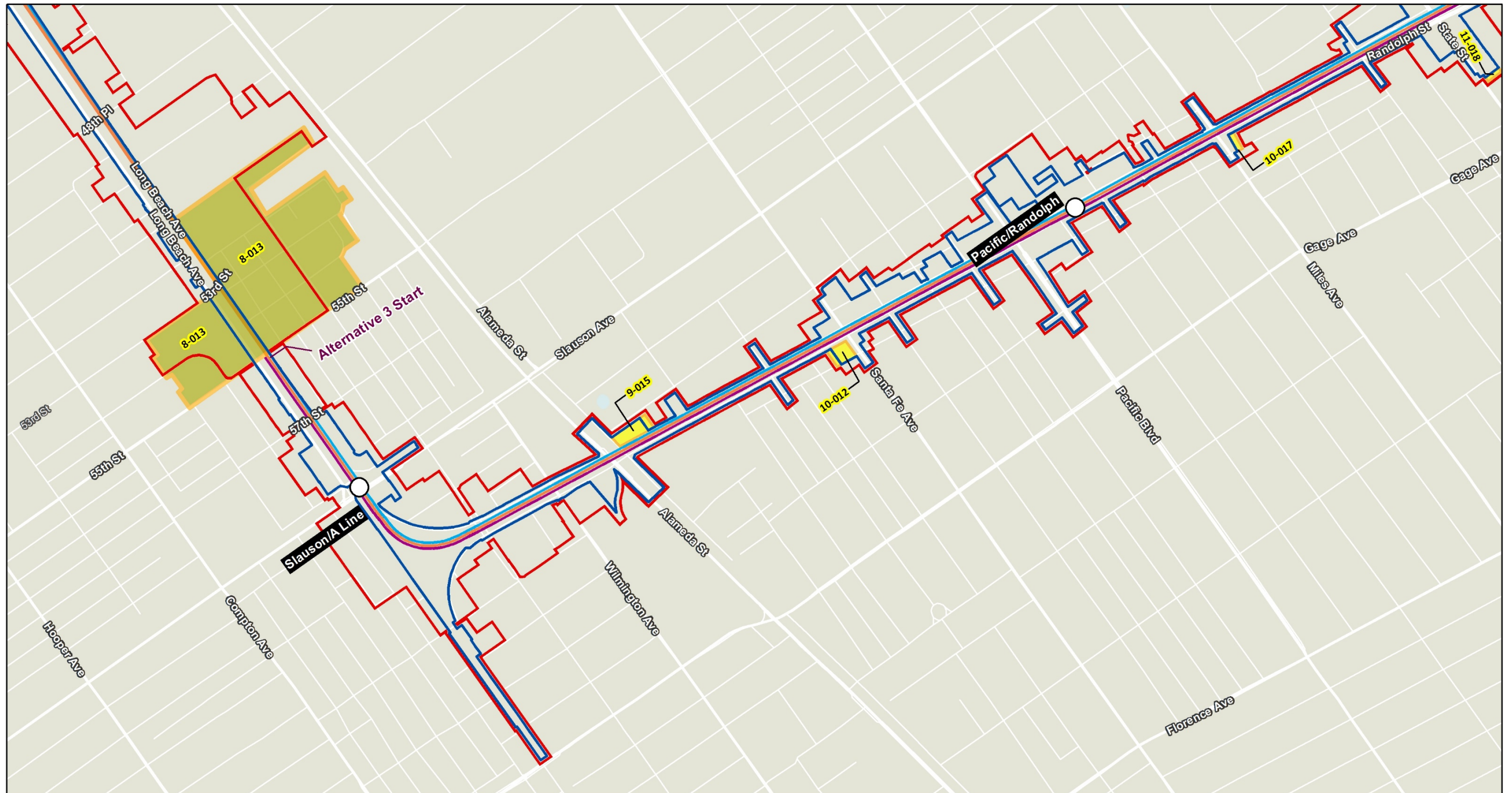


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/07; Imagery from Esri and its licensors © 2019.

- Direct APE
- Architectural APE
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)
- Properties Listed or Eligible for State and/or Local Listing (Historical Resources)
- Historic District Listed, Determined or Assumed Eligible for Listing in the NRHP

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- ▬ Direct APE
- ▬ Architectural APE
- Station
- ▬ Alternative 1: Union Station to Pioneer
- ▬ Alternative 2: 7th St/Metro Center to Pioneer
- ▬ Alternative 3: Slauson/A Line (Blue) to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Historic District Listed, Determined, Eligible or Assumed Eligible for Listing in the NRHP

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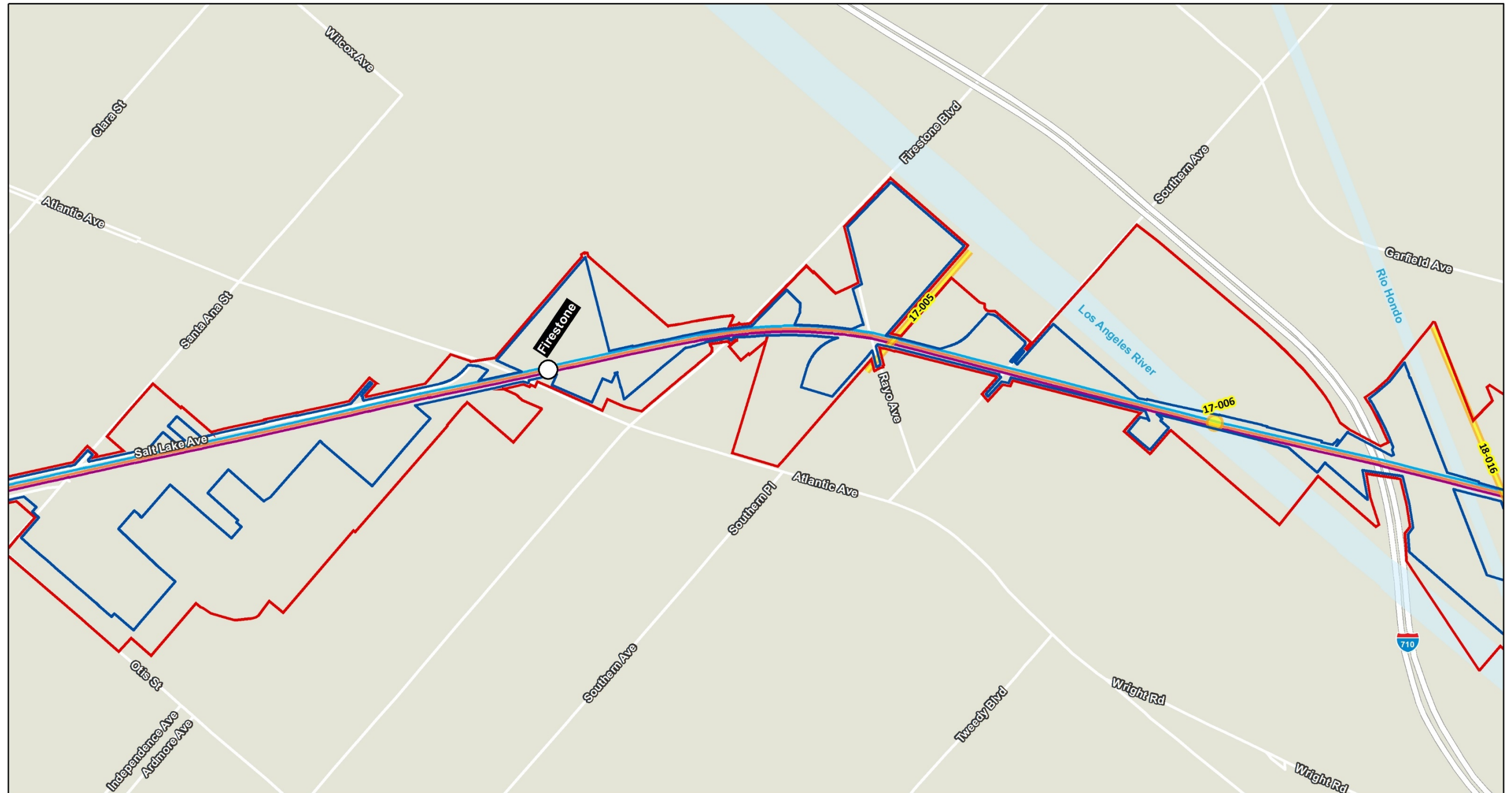


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/07; Imagery from Esri and its licensors © 2019.

- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slason/A Line (Blue) to Pioneer
- Properties Listed or Eligible for State and/or Local Listing (Historical Resources)
- Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)

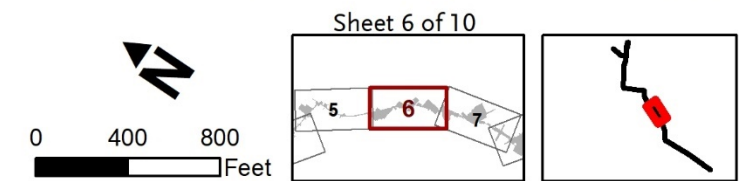
Sheet 5 of 10

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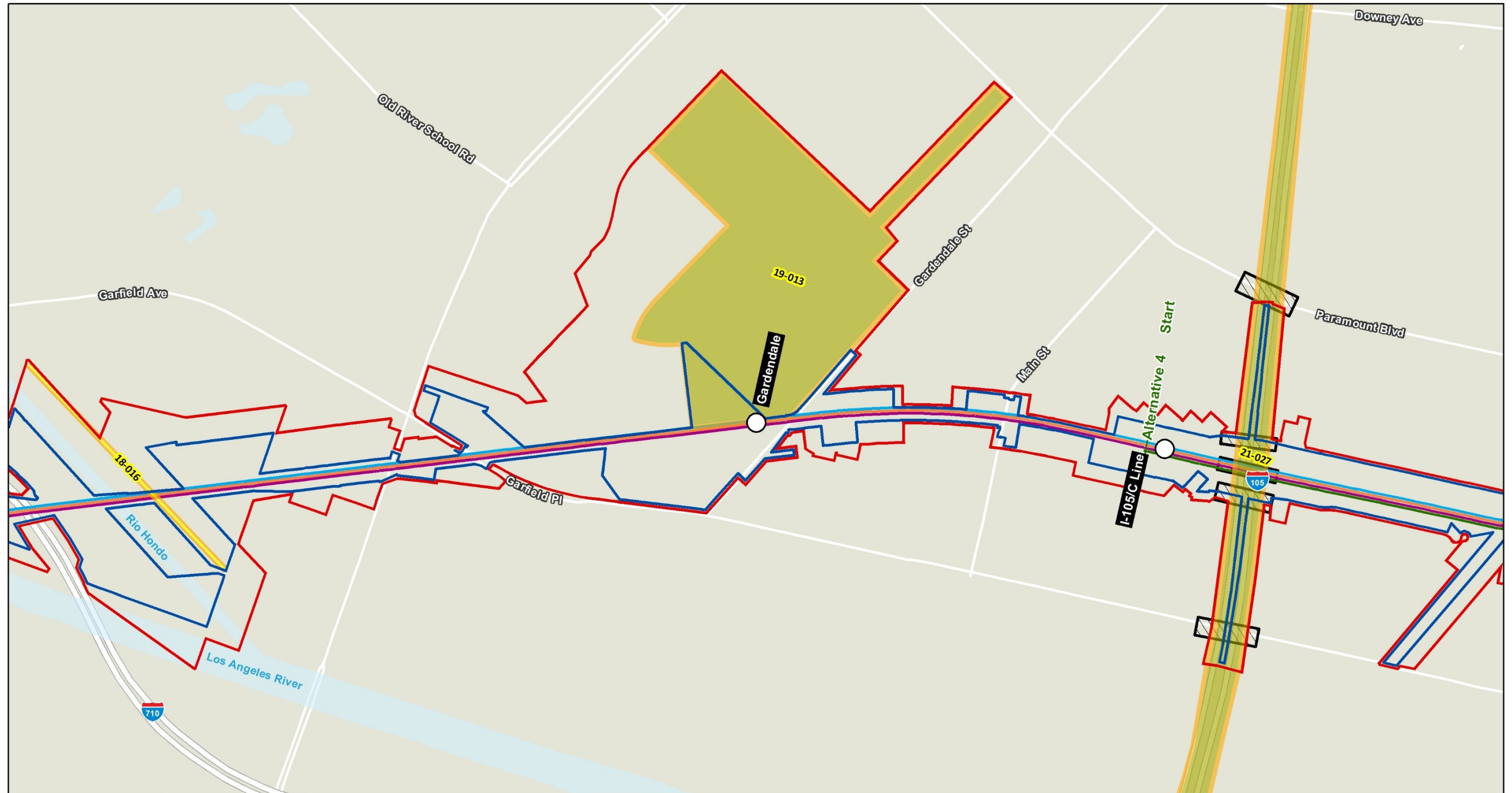


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- ▭ Direct APE
- ▭ Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)

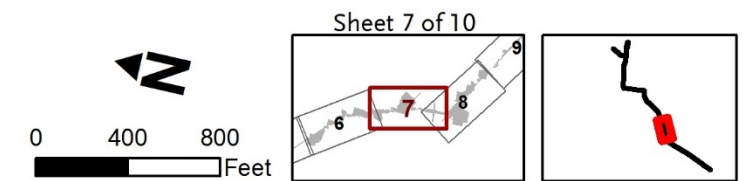


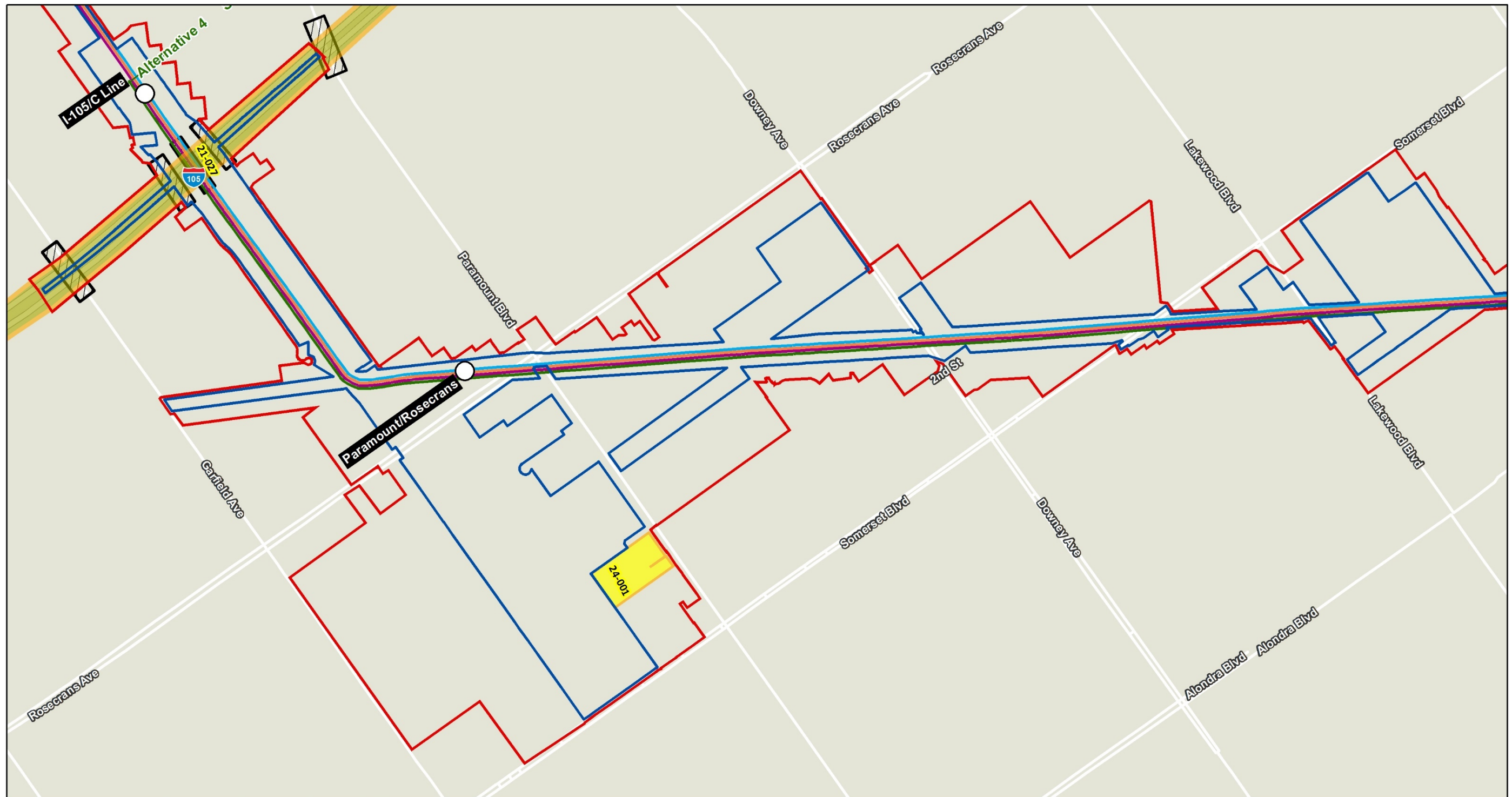
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- | | | |
|---|---|--|
| Direct APE | Alternative 2: 7th St/Metro Center to Pioneer | Historic District Listed, Determined or Assumed Eligible for Listing in the NRHP |
| Architectural APE | Alternative 3: Slauson/A Line (Blue) to Pioneer | Contributing Bridges to the Century Freeway-Transitway Historic District |
| Station | Alternative 4: I-105/C Line (Green) to Pioneer | |
| Alternative 1: Union Station to Pioneer | Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties) | |





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- ▭ Direct APE
- ▭ Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- ▭ Historic District Listed, Determined or Assumed Eligible for Listing in the NRHP
- Contributing Bridges to the Century Freeway-Transitway Historic District
- ▭ Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)

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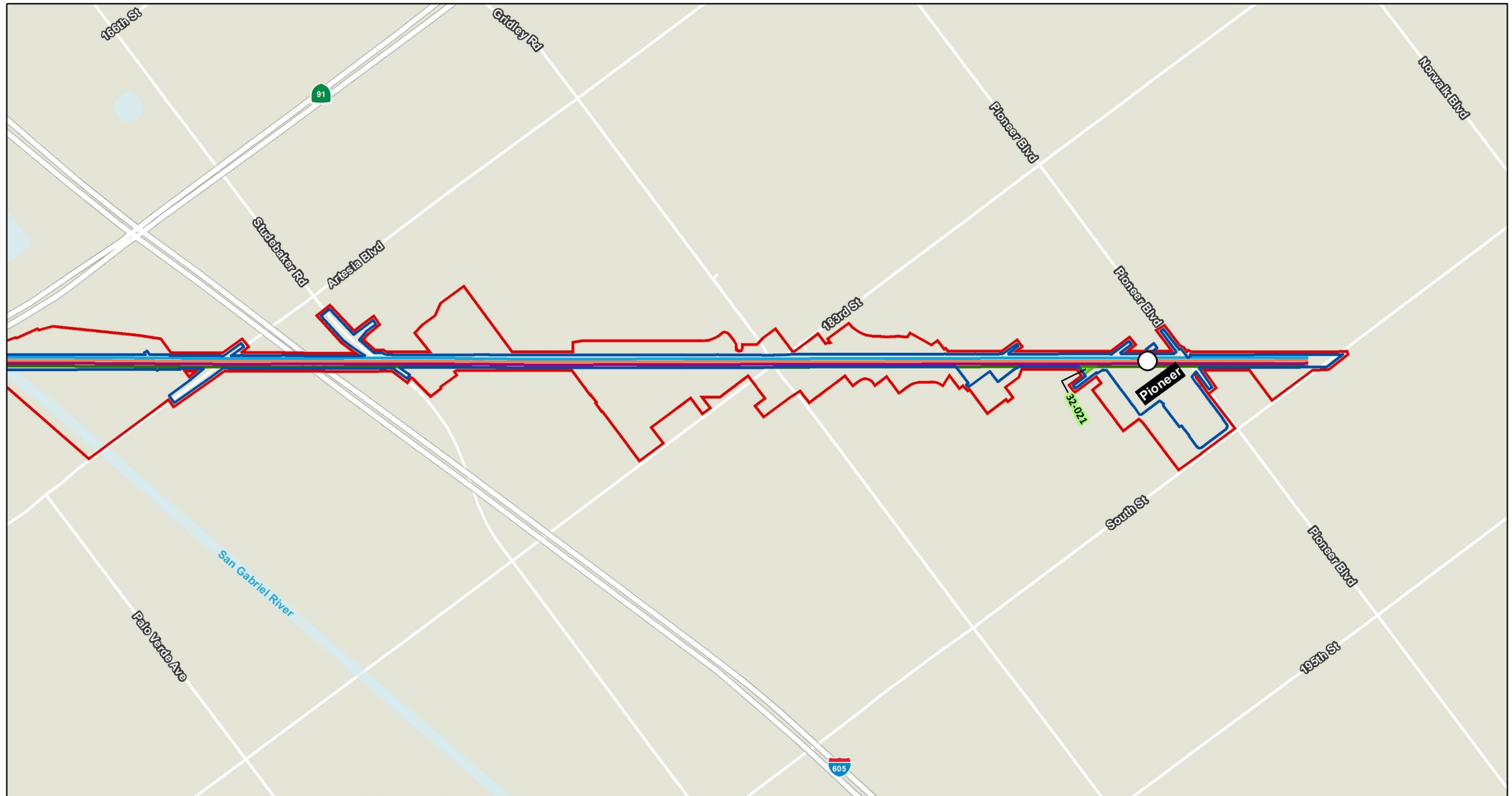


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/07; Imagery from Esri and its licensors © 2019.

- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Properties Listed, Determined or Assumed Eligible for Listing in the NRHP (Historic Properties)

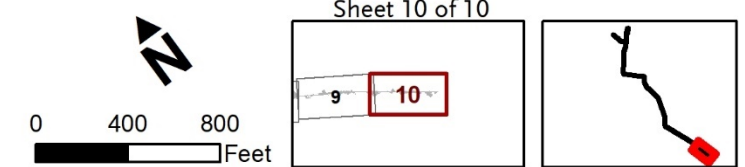
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- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Properties Listed or Eligible for State and/or Local Listing (Historical Resources)



5 EFFECTS/IMPACTS ANALYSIS

5.1 Archaeological Effects/Impacts

This section discusses the potential adverse effects/significant impacts to archaeological historic properties/historical resources that could occur from operation and construction of the Project. Effects/impacts to archaeological historic properties/historical resources are assessed for proposed at-grade and underground areas of direct ground disturbance, areas with permanent site improvements, and areas for staging and temporary construction activities (i.e., direct/archaeological APE). The following paragraphs briefly summarize the archaeological sensitivity of the APE, which is discussed further in the WSAB Survey Report (Metro 2020a). This information is included herein to provide context for the analysis that follows.

The entirety of the APE is located in previously developed areas, including public ROWs (streets and railroads), and areas occupied with industrial, commercial, and residential development. During the field survey conducted for this study, ground visibility was relatively poor (less than 10 percent) throughout most of the direct APE due to the presence of existing development, including rail track and ballast, buildings and structures, pavement, and/or landscaping.

The study summarized in the WSAB Survey Report indicates that the Northern Section of the Project, and in particular Alternative 1, exhibits a relatively high level of archaeological sensitivity. Seven of the eight previously identified archaeological historic properties/historical resources that are eligible or presumed eligible for listing on the NRHP (under Criterion D) and CRHR (under Criterion 4) are located solely within Alternative 1 (P-19-001575, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202). The proximity of Alternative 1 to the Los Angeles River would have made this area attractive to settlement by prehistoric groups. Furthermore, historical maps indicate much of the area around Alternatives 1 and 2 in the Northern Section was developed by the late 1800s. No features associated with Los Angeles's historic-period water conveyance system, the Zanja Madre, have been documented in the direct APE. The available maps do not allow for a fine-grained discussion of the site's location relative to the Project. However, a review of the Zanja Madre's mapped route generally indicates that undocumented segments of it and undocumented branch ditches are likely located in close proximity to or within the direct APE (Gumprecht 1999) (Metro 2020a).

As indicated by the WSAB Survey Report, other portions of the direct APE, including the southern extent of the Northern Section and the entire Southern Section, are characterized by a low to moderate sensitivity for archaeological historic property/historical resources. Only one potentially significant archaeological historic property/historical resource, a historic-period utility line (P-19-002849), has been documented in this portion of the alignment. Historic-era maps indicate that much of the area was developed in the early decades of the twentieth century. As such, this portion of the direct APE is not highly sensitive for historic-period archaeological historic property/historical resources as areas farther to the north. Although portions of the Southern Section located near major waterways (Los Angeles River and Rio Hondo Channel) are assumed to have been more intensively used by prehistoric Native American groups, the absence of known prehistoric archaeological historic properties/historical resources in the area suggests the area has only a moderate sensitivity for prehistoric archaeological remains (Metro 2020a).

5.1.1 No Build Alternative

Under the No Build Alternative, no new infrastructure would be built or operated in the direct APE, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2042, and identified in the constrained Metro 2009 LRTP and SCAG's 2016 RTP/SCS, and other projects funded by Measure M. Therefore, no effects/impacts to archaeological historic properties/historical resources would occur with the No Build Alternative.

5.1.2 Build Alternatives

There would be no effects/impacts to archaeological historic properties/historical resources during operation of the Build Alternatives. There would be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the Project and, therefore, there is no potential for archaeological historic properties/historical resources to be physically altered or destroyed. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in an adverse noise or vibration effect/impact according to FTA standards (FTA 2018). Therefore, noise and vibration effects/impacts associated with the ongoing maintenance and operation of the Project are not expected to affect subsurface archaeological historic property/historical resources.

Construction of the Build Alternatives would involve ground disturbance with the potential to physically impact buried archaeological deposits associated with historic properties/historical resources in the direct APE. Expected ground-disturbing activities include grading, excavation, trenching, boring, cut-and-cover tunneling, and wide-diameter auguring. These activities have the potential to physically alter, remove, or destroy buried archaeological deposits associated with historic properties/historical resources. Similar to the noise and vibration effects/impacts discussed above in relation to operation of the Project, the Noise and Vibration Impact Report prepared for the Project indicated that construction of the Project would not result in an adverse noise or vibration effect/impact according to FTA standards (FTA 2018). Therefore, noise, and vibration effects/impacts associated with construction of the Project are not expected to affect subsurface archaeological historic property/historical resources.

The effects/impacts of construction of the Build Alternatives on the eight identified or presumed historic properties/historical resources are described in detail below. In the following, a description and the designation status of each historic property/historical resource is provided along with a description of project-related activities that would occur in its vicinity. An assessment of effects/impacts is performed for each historic property/historical resource. The effects/impacts assessment is followed by a presentation of the mitigation measures necessary to avoid a significant impact for the purposes of CEQA.

As described in detail below, for the purposes of Section 106, construction of the Project may result in an adverse effect to five archaeological historic properties in the APE (P-19-001575, P-19-002849, P-19-003181, P-19-004171, and P-19-004202). For the purposes of CEQA, construction of the Project may result in a significant impact to five archaeological historical resources in the APE (P-19-001575, P-19-002849, P-19-003181, P-19-004171, and P-19-004202) (Table 5.1); with implementation of mitigation measures, however, the CEQA impact would be reduced to less than significant.

P-19-001575 (CA-LAN-1575/H)

Description and Designation Status of Historic Property

P-19-001575 is a large multicomponent archaeological historic property/historical resource that contains both prehistoric and historic materials located in the APE for Alternative 1. It is a presumed TCR for the purpose of the Project.

Much of P-19-001575 lies beneath the developed and operational portions of LAUS, built in the 1930s on up to 24 feet of fill (Metro 2020a). The resource was originally identified in 1989 and was described as primarily consisting of historic-period archaeological deposits that included artifacts, architectural remains, and other cultural features associated with the nineteenth and twentieth century Original Los Angeles Chinatown; small quantities of prehistoric artifacts were also noted at the site, along with a single prehistoric human interment (Foster 1989).

Subsequent investigations at P-19-001575 resulted in the discovery and documentation of a Native American cemetery consisting of 14 interments and five cremations as part of the MWD Headquarters Project (Goldberg et al. 1999). The burials were located approximately 5.6 to 8.2 feet below the asphalt of the LAUS parking lot. Burial-related artifacts included shell, schist, talc, and jadeite beads; shell ornaments; projectile points; a metate fragment; a stone pipe fragment; a bowl mortar fragment; ceramic vessel fragments; bone awls and hairpins; a steatite drinking bowl; and four charred basketry fragments (Goldberg et al. 1999). The prehistoric remains appear to largely date to the Late Prehistoric Period (ca. A.D. 1000 to 1850).

In addition to prehistoric remains, the MWD headquarters property contained numerous historical features including privies, extensive refuse deposits, structural foundations, and unidentified zanjas (irrigation ditches). Archaeological excavations conducted by Goldberg et al. (1999) recovered a large assemblage of historic-era artifacts composed of ceramics, bottles, and glassware; Chinese ceramics and coins; and numerous types of household items. Similarly, archaeological investigations at the nearby Union State Village and Catellus Corporation Head Start Building project sites also documented historic-period archaeological materials associated with Chinatown. No prehistoric remains were identified at either the Union State Village or the Catellus Corporation Head Start Building project site (Warren et al. 2005).

Most recently (2017-2018), as part of Metro's Union Station/Patsaouras Plaza El Monte Busway Station Project (Patsaouras Project), several features were inadvertently discovered during construction. Although associated with P-19-001575, the identified features were outside the APE for the WSAB Project. Identified features include historic-period building and utility remains and refuse. Historic-period human remains associated with the University of Southern California Medical College (medical specimen) were also identified during construction of the Patsaouras Project (Metro 2020b).

P-19-001575 was determined NRHP eligible under Criterion D by the Federal Railroad Administration, with State Historic Preservation Officer concurrence on September 27, 2018. Because the site has been determined eligible for listing on the NRHP, it is automatically included on the CRHR. The period of significance dates from the Late Prehistoric Period (A.D. 1000 to 1850) to A.D. 1940, which encompasses Native American archaeological remains and cultural materials deposited up until the demolition of the Original Los Angeles Chinatown and subsequent completion of LAUS.

The field survey conducted for the Project did not identify any remnants or indications of P-19-001575. The recorded portion of the site in the direct APE is completely covered by buildings, structures, and pavement. However, based on previous investigations of the site, P-19-001575 is likely present in the direct APE under the current urban landscape.

Project Activities in the Vicinity of the Historic Property

No project activities would occur in the vicinity of P-19-001575 under Alternatives 2, 3, or 4. The portion of Alternative 1 located within the boundaries of P-19-001575 includes the proposed underground station at LAUS, which would be below the LAUS Forecourt. A subterranean pedestrian tunnel would connect the station entrance to the existing B/D (Red/Purple) Line station mezzanine. A second entrance would be provided through the pedestrian tunnel. Two existing parking lots, located to the south of the Forecourt entrance drive, would also serve as a potential laydown area. Excavations associated with the construction of the station and rail tunnel would extend up to 110 feet below the ground surface (Figure 4-1).

Design Option 1 of Alternative 1 would include the construction of the LAUS station box measuring roughly 46.5 feet by 600 feet (these are draft measurements subject to change) east of LAUS and the MWD building, below the baggage area parking facility. Crossovers would be located on the north and south ends of the station box, with tail tracks extending approximately 1,200 feet north of the station box. Excavations associated with the construction of the station box and rail tunnel would extend down 130 feet below the current ground surface.

Assessment of Effects/Impacts

A large portion of P-19-001575 is located in the direct APE and it is likely that P-19-001575 may extend beyond its previously recorded boundary. Construction of Alternative 1, including Design Option 1, has the potential to result in adverse effects under Section 106 and significant impacts under CEQA to undisturbed archaeological deposits associated with P-19-001575.

Substantial ground disturbance is associated with Alternative 1 including cut-and-cover excavations for the station and boring excavations for the rail tunnel. These activities, which may extend over several years, have the potential to physically alter or result in the removal of buried archaeological deposits associated with P-19-001575. Although a large percentage of the site has been covered in artificial fill, the proposed depth of construction activities for Alternative 1 and Design Option 1 may extend up to 130 feet below the present ground surface. For Alternative 1, construction activities in some portions of the direct APE would extend below the maximum recorded level of artificial fill (24 feet) and would likely encounter archaeological deposits associated with P-19-001575. Any physical damage, including the removal of any portion of P-19-001575, would represent an adverse effect under Section 106 and a significant impact under CEQA.

Physical damage to P-19-001575 as a result of Alternative 1 or Design Option 1 would represent an adverse effect under Section 106 and a significant impact under CEQA. Incorporation of the mitigation measures outlined below would reduce project-related impacts to historical resources and to human remains to a less than significant level. No project activities would occur in the vicinity of P-19-001575 under Alternatives 2, 3, and 4. Therefore Alternatives 2, 3, and 4 would result in no effect to P-19-001575 for the purposes of Section 106 and no impact to historical resources for the purposes of CEQA.

Minimization/Mitigation Measures

Should Alternative 1 or Design Option 1 be selected, implementation of CR-1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources; see Section 6.1 for further detail) would reduce impacts associated with physical damage to P-19-001575 to less than significant. If Alternative 1 or Design Option 1 is selected, treatment measures (such as those outlined in Section 5.1.3) may be developed in a Section 106 agreement document, if such a document is determined to be necessary for the Project, ensuring that effects are not adverse.

P-19-002849

Description and Designation Status of Historic Property

P-19-002849 is a 100-foot-long segment of a historic-period utility line located at the 6100 block of South Alameda Street, between Randolph Street and Gage Avenue. The resource lies in the direct APE for Alternatives 1, 2, and 3, and was found during construction monitoring of the mid-corridor trench of the Alameda Corridor Project (George 2000). The site consists of two linear segments of historic-era water pipeline, one of which is constructed of metal with a second made of redwood (George 2000). The metal line is highly oxidized and corroded and has collapsed in a number of places; the redwood box conduit is well-preserved and intact. The metal utility line was located approximately 17-inches below the ground surface with the redwood box conduit found immediately adjacent and below the metal water pipeline. No artifacts were found to be associated with the utility lines.

The field survey conducted for the Project did not identify any additional remnants or indications of P-19-002849. The recorded portion of the site within the direct APE is buried below buildings and pavement. However, based on previous investigations of the site, intact portions of P-19-002849 may extend into the direct APE under the current urban landscape. P-19-002849 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No activities would occur in the vicinity of P-19-002849 under Alternative 4. Under Alternatives 1, 2, and 3, the Project would be located at-grade along Randolph Street. Alternatives 1, 2, and 3 would require improvements to the existing grade crossing at the intersection of Randolph Street and Alameda Street, in the vicinity of P-19-002849. Ground-disturbing activities are associated with these improvements, which include the installation of additional rail tracks, fencing, pedestrian and vehicular crossing gates, a grade crossing house, and catenary poles and wires.

Assessment of Effects/Impacts

A previously recorded section of P-19-002849 is located in the direct APE for Alternatives 1, 2, and 3. Additional undocumented portions of the presumed historic property/historical resource may be encountered during ground-disturbing activities with the implementation of Alternatives 1, 2, and 3. Construction for Alternatives 1, 2, and 3, including excavation and trenching activities, may encounter and result in the alteration or destruction of buried archaeological deposits associated with P-19-002849.

Physical damage to P-19-002849 would represent an adverse effect for the purposes of Section 106 and a potentially significant impact under CEQA. Incorporation of the mitigation measures outlined below would reduce project-related impacts to P-19-002849 to a less than significant level. As no project activities would occur in the vicinity of P-19-002849 under Alternative 4, this alternative would result in no effect to historic properties for the purposes of Section 106 and no impact to historical resources under CEQA to P-19-002849.

Minimization/Mitigation Measures

Should Alternative 1, 2, or 3 be selected, implementation of CR-1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources; see Section 6.1) would reduce potential impacts to the historical resource (P-19-002849) to less than significant. If Alternative 1, 2, or 3 is selected, treatment measures (such as those outlined in Section 5.1.3) may be developed in a Section 106 agreement document, if such a document is determined to be necessary for the Project, ensuring that effects are not adverse.

P-19-003181

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, P-19-003181 is a historic-period archaeological historic property/historical resource located just north of 900 Alameda Street. The site consists of a concrete foundation slab with an associated artifact scatter recorded as being 3 to 6 feet below grade. Historic research conducted of the property indicates the remains are associated with the J.M. Griffith Co. Mill and Lumber Yard, which was in operation from 1868 to 1939 (Slawson 2004). Archaeological testing was conducted at the site followed by construction monitoring. The site does not appear to have been previously evaluated for listing on the NRHP or the CRHR.

The field survey (Metro 2020a) conducted for the Project did not identify any additional remnants or indications of P-19-003181. The recorded portion of the site within the direct APE is located below buildings and pavement. However, based on previous investigations, the site may be present in the direct APE under the current urban landscape. P-19-003181 was not evaluated for listing in the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No project activities would be located in the vicinity of P-19-003181 under Alternatives 2, 3, and 4. Under Alternative 1, proposed activities in the vicinity of P-19-003181 include the construction of a double crossover and emergency egress, which will be placed directly west of the P-19-003181 site boundary. Cut-and-cover excavations, which may extend over several years, would be used to install these project elements. The excavations would extend from the current ground surface to a depth of approximately 110 feet.

Assessment of Effects/Impacts

The P-19-003181 boundary lies immediately adjacent to a proposed cut-and-cover excavation area in which project activities may extend for several years. Excavations associated with the installation of the double crossover and emergency egress under Alternative 1 have the potential to encounter and alter buried archaeological deposits associated with the presumed historic property/historical resource. Although excavations would occur outside the

previously recorded boundary of P-19-003181, the site may extend beyond this boundary and it is likely to be encountered during construction.

Physical damage to P-19-003181 resulting from implementation of Alternative 1 would represent an adverse effect under Section 106 and a significant impact under CEQA. Implementation of the mitigation measures outlined below would reduce the impact to less than significant. As no project activities would occur in the vicinity of P-19-003181 under Alternatives 2, 3, or 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for P-19-003181.

Minimization/Mitigation Measures

Should Alternative 1 be selected, implementation of CR-1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources; see Section 6.1) would reduce potential impacts to P-19-003181 to a less than significant level. If Alternative 1 is selected, treatment measures (such as those outlined in Section 5.1.3) may be developed in a Section 106 agreement document if such a document is determined to be necessary for the Project, ensuring that effects are not adverse.

P-19-003588

Description and Designation Status of Historic Property

P-19-003588 (CA-LAN-3588H) is a historic-period archaeological historic property/historical resource that lies within the portion of Alternative 1 east of North Alameda Street between East Temple and First Streets. It was discovered during the archaeological monitoring of utility trenching within a parking lot. The site consists of several brick foundations and an associated deposit of historic-period artifacts that included earthenware and porcelain ceramics, metal spoons, buttons, glass marbles, beverage bottles, butchered bone, and shell fragments that were recorded within 1 foot below the surface (Foster 2006).

The field survey conducted for the Project did not identify any remnants or indications of P-19-003588. The recorded portion of the site within the direct APE is located below buildings, the Regional Connector light rail alignment, and pavement. Portions of the site have also been used for equipment and material storage. Based on previous investigations, the site may be present in the direct APE under the current urban landscape. P-19-003588 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No project activities would occur in the vicinity of P-19-003588 under Alternatives 2, 3, and 4. Under Alternative 1, proposed activities in the vicinity of P-19-003588 include underground excavations using a tunnel boring machine (TBM). These ground-disturbing activities would occur at depths of approximately 60 to 90-feet below the current ground surface.

Assessment of Effects/Impacts

Under Alternative 1, the Project would result in no adverse effect to historic properties for the purposes of Section 106 and a less than significant impact to historical resources for the purposes of CEQA for P-19-003588. As TBM excavations would occur at depths of approximately 60 to 90 feet below grade and the P-19-003588 was previously noted as being

located within 1 foot below grade, archaeological deposits associated with the site are not expected to be encountered and would not be physically altered, removed, or destroyed by construction of the railroad tunnel. As no project activities would occur in the vicinity of P-19-003588 under Alternatives 2, 3, or 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for P-19-003588.

Minimization/Mitigation Measures

As stated above, there would be no adverse effects/significant impacts to P-19-003588 as a result of the Project. Therefore, no avoidance and treatment/mitigation measures are required.

P-19-003862

Description and Designation Status of Historic Property

P-19-003862 (CA-LAN-3862H) is a historic-period archaeological historic property/historical resource that lies within Alternative 1 immediately east of North Alameda Street just south of East Temple Street. It was discovered during the archaeological monitoring for the Regional Connector Transit Corridor Project (Dietler and Austerman 2009). The site consists of a single-layer brick alignment located approximately 2.0 to 2.5 feet below the ground surface. The exposed portion of the alignment measured 6 feet in length. No artifacts were associated with the feature. Examination of historic maps suggests that the brick alignment may represent the remnants of a building that was once present on the site (Dietler and Austerman 2009).

The field survey conducted for the Project did not identify any remnants or indications of P-19-003862. The site is located below the Regional Connector light rail alignment and pavement. It is possible that intact portions of the site may be present in the direct APE under the current urban landscape. P-19-003862 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No project activities would occur in the vicinity of P-19-003862 under Alternatives 2, 3, and 4. Under Alternative 1, proposed project activities within the vicinity of P-19-003862 include underground excavations using a TBM. These ground-disturbing activities would occur at depths of approximately 50 to 70 feet below the current ground surface.

Assessment of Effects/Impacts

Under Alternative 1, the Project would result in no adverse effect to historic properties for the purposes of Section 106 and a less than significant impact to historical resources for the purposes of CEQA for P-19-003862. As TBM excavations would occur at depths of approximately 50 to 70 feet below grade and P-19-003862 was previously noted as being 2.0 to 2.5 feet below the ground surface, archaeological deposits associated with the site are not expected to be encountered and would not be physically altered, removed, or destroyed by construction of the tunnel. As no project activities would occur in the vicinity of P-19-003862 under Alternatives 2, 3, or 4, the Project would result in a Section 106 finding of no effect to historic properties and no impact to historical resources for P-19-003862 under these alternatives.

Minimization/Mitigation Measures

There would be no adverse effects/significant impacts to P-19-003862 as a result of the Project. Therefore, no treatment/mitigation measures would be required.

P-19-004171

Description and Designation Status of Historic Property

P-19-004171 (CA-LAN-4171H) is a historic-period archaeological historic property/historical resource that lies within the portion of Alternative 1 along North Alameda Street between East Temple and First Streets. It was discovered during the archaeological monitoring along North Alameda Street (Ruzicka and Richardson 2017). The site consists of historic features and refuse deposits dating from the mid-nineteenth to mid-twentieth centuries. Identified features consists of building foundations and the remnants of railroad tracks. Artifacts associated with the refuse concentrations include ceramic fragments, glass bottles, butchered bone, glassware, shell fragments, building materials, and metal railroad spikes and plates. Archaeological deposits extended at least 7 feet below the ground surface.

The field survey conducted for the Project did not identify any remnants or indications of P-19-004171. The recorded portion of the site within the direct APE is located below buildings and pavement. Based on previous investigations, the site may be present in the direct APE under the current urban landscape. P-19-004171 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No project activities would occur in the vicinity of P-19-004171 under Alternatives 2, 3, and 4. The portion of Alternative 1 located within the boundaries of P-19-004171 includes the underground rail tunnel and a small portion of the Little Tokyo Station, which would be constructed if Design Option 2 is selected for implementation. The TBM would be used to excavate the rail tunnel at depths between approximately 40 to 70 feet below the current ground surface. Excavations associated with construction of the rail tunnel would extend down approximately 70 feet below the current ground surface, and cut-and-cover excavations would be used to install the station box. Cut-and-cover excavations may last several years and would extend from the current ground surface to a depth of approximately 110 feet.

Assessment of Effects/Impacts

A portion of P-19-004171 is located in the direct APE associated with Alternative 1 and Design Option 2 and was previously noted at depths of at least 7 feet below the ground surface. Given the expected depth of the TBM excavations (between 40 to 70 feet), construction of the rail tunnel is not expected to result in physical impacts to the site under Alternative 1. Therefore, construction of Alternative 1 would result in a Section 106 finding of no adverse effect to P-19-00417 and a CEQA finding of less than significant impact to historical resources for P-19-004171.

Under Alternative 1, Design Option 2, construction of the Little Tokyo Station would require cut-and-cover excavations that may result in the alteration or removal of P-19-004171. Any physical alteration of P-19-004171 as a result of the construction of Design Option 2 would represent an adverse effect for the purposes of Section 106 and a significant impact under CEQA. Impacts would be mitigated below a level of significance with implementation of CR-

1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources). As no project activities would occur in the vicinity of P-19-004171 under Alternatives 2, 3, or 4, the Project would result in no effect to P-19-004171/no impact to historical resources for P-19-004171 under these alternatives.

Minimization/Mitigation Measures

Should Alternative 1, Design Option 1 be selected, implementation of CR-1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources; see Section 6.1) would reduce potential impacts to P-19-004171 to less than significant. If Alternative 1, Design Option 1 is selected, treatment measures (such as those outlined in Section 5.1.3) may be developed in a Section 106 agreement document, if such a document is determined to be necessary for the Project, ensuring that effects are not adverse.

P-19-004201

Description and Designation Status of Historic Property

P-19-004201 (CA-LAN-4201H) is a historic-period archaeological historic property/historical resource that lies in the northern extent of Alternative 1 at the intersection of North Main and Alameda Streets. The site was identified during the monitoring of ground-disturbing activities for a road improvement project (Gibson and Dietler 2011). Five features were recorded within the site, including the former location of a railroad control tower, a warehouse, and several track segments of the Southern Pacific Railroad. In addition, a small assemblage of historic-period artifacts was also recovered from the area, including ceramic tableware, glass and ceramic bottles, faunal remains, building materials (e.g., brick, window glass, and nails), and metal horseshoes, hardware, and machine parts. Archival research indicates that the remains are located within an area known historically as Naud's Junction and date from the late nineteenth to early twentieth centuries (Gibson and Dietler 2011).

The field survey conducted for the Project did not identify any remnants or indications of P-19-004201. The recorded portion of the site in the direct APE is located below paved roadways and a landscaped area. Based on previous investigations, the site may be present within the direct APE under the current urban landscape. P-19-004201 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No proposed project construction or ground disturbance would occur in the portion of P-19-004201 located in the direct APE of Alternative 1. Additionally, no project activities would occur in the vicinity of P-19-004201 under Alternatives 2, 3, and 4.

Assessment of Effects/Impacts

No ground disturbance is anticipated to occur within the boundaries of P-19-004201 under Alternative 1. Therefore, the archaeological deposits associated with the presumed historic property/historical resources would not be physically altered, removed, or destroyed as a result of the construction of Alternative 1. Additionally, no project activities would occur in the vicinity of P-19-004201 under Alternatives 2, 3, or 4. Therefore, under Alternatives 1, 2, 3, and 4, the Project would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for P-19-004201.

Minimization/Mitigation Measures

There would be no adverse effects/impacts to P-19-004201 as a result of the Project. Therefore, no treatment/mitigation measures are required.

P-19-004202

Description and Designation Status of Historic Property

P-19-004202 (CA-LAN-4202H) is a historic-period archaeological historic property/historical resource that lies in the northern extent of Alternative 1 at the intersection of North Main and Alameda Streets. The site was identified during the monitoring of ground-disturbing activities for a road improvement project (Gibson and Dietler 2011). P-19-004202 consists of segments of four rail lines, each of which is positioned on top of a cement foundation approximately 7 feet deep. Wood ties were laid beneath rails and were fastened together with metal plates. Archival research indicates that two of the rail lines are likely associated with the main Southern Pacific Railroad with the other two features representing spurs that serviced local industry. The rail lines were constructed in the late nineteenth and early twentieth centuries. Artifacts found in association with the rail lines include a metal spike, metal trailer hitch or coupler, a possible switching mechanism, glass fragments, and a battery oil bottle (Gibson and Dietler 2011).

The field survey conducted for the Project did not identify any remnants or indications of P-19-004202. The recorded portion of the site in the direct APE is covered by paved roadways. As such, the site may be present in the direct APE under the current urban landscape. P-19-004202 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is presumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

Project Activities in the Vicinity of the Historic Property

No project activities would occur in the vicinity of P-19-004202 under Alternatives 2, 3, and 4. Additionally, no project construction or proposed ground disturbance would occur within the portion of P-19-004202 that lies within the direct APE of Alternative 1.

Assessment of Effects/Impacts

While no ground disturbance is anticipated to occur within the recorded boundaries of P-19-004202, a review of historical information and the site record for P-19-004202 indicates that the property/resource has the potential to extend beyond its recorded boundaries into the direct APE and be damaged by the construction of Alternative 1. Any physical alteration of P-19-004202 as a result of the construction of Alternative 1 would represent an adverse effect to P-19-004202 for the purposes of Section 106 and a significant impact under CEQA for P-19-004202. Significant impacts would be mitigated below a level of significance with implementation of CR-1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources). As no project activities would occur in the vicinity of P-19-004202 under Alternatives 2, 3, or 4, the Project would result in no effect to P-19-004202/no impact to historical resources for P-19-004202 under these alternatives.

Minimization/Mitigation Measures

Should Alternative 1 be selected, implementation of CR-1 (Development of Cultural Mitigation and Monitoring Program) and CR-2 (Treatment of Known Significant Archaeological Resources; see Section 6.1) would reduce potential impacts to P-19-004202 to less than significant. If Alternative 1 is selected, treatment measures (such as those outlined in Section 5.1.3) may be developed in a Section 106 agreement document, if such a document is determined to be necessary for the Project, ensuring that effects are not adverse.

Table 5.1. Summary of Findings for Archaeological Historic Properties

Property Name/Address	Alternative	Location in APE	Section 106 and CEQA Findings
P-19-001575 (CA-LAN-1575/H)	Alternative 1	Direct APE	Section 106 Finding: potential adverse effect to historic properties CEQA Finding: potentially significant impact; less than significant with mitigation incorporated (CR-1 and CR-2)
P-19-002849	Alternatives 1, 2 and 3	Direct APE	Section 106 Finding: potential adverse effect to historic properties CEQA Finding: potentially significant impact; less than significant with mitigation incorporated (CR-1 and CR-2)
P-19-003181	Alternative 1	Direct APE	Section 106 Finding: potential adverse effect to historic properties CEQA Finding: potentially significant impact; less than significant with mitigation incorporated (CR-1 and CR-2)
P-19-003588 (CA-LAN-3588H)	Alternative 1	Direct APE	Section 106 Finding: no adverse effect to historic properties CEQA Finding: less than significant impact to historical resources
P-19-003862 (CA-LAN-3862H)	Alternative 1	Direct APE	Section 106 Finding: no adverse effect to historic properties CEQA Finding: less than significant impact to historical resources
P-19-004171 (CA-LAN-4171H)	Alternative 1/Design Option 2	Direct APE	Section 106 Finding (Alternative 1): no adverse effect to historic properties Section 106 Finding (Design Option 2): potential adverse effect to historic properties CEQA Finding (Alternative 1): less than significant impact to historical resources CEQA Finding (Design Option 2): potentially significant impact; less than significant with mitigation incorporated (CR-1 and CR-2)

Property Name/Address	Alternative	Location in APE	Section 106 and CEQA Findings
P-19-004201 (CA-LAN-4201H)	Alternative 1	Direct APE	Section 106 Finding: no effect to historic properties CEQA Finding: no impact to historical resources
P-19-004202 (CA-LAN-4202H)	Alternative 1	Direct APE	Section 106 Finding: potential adverse effect to historic properties CEQA Finding: potentially significant impact; less than significant with mitigation incorporated (CR-1 and CR-2)

Source: Rincon 2020

Notes: APE = Area of Potential Effects; CEQA = California Environmental Quality Act

5.1.3 Treatment Measures

In the event that an alternative with the potential to result in an adverse effect on archaeological historic properties is selected, the following measures may suffice to treat/mitigate effects.

Data Recovery

Should the selected alternative have the potential to result in an adverse effect on archaeological historic properties, a Phase III data recovery program may be needed to reduce adverse effects. The Phase III Data Recovery Excavation Program should be conducted by a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards (PQS) for archaeology in accordance with the California Office of Historic Preservation's 1990 Archaeological Resource Management Reports: Recommended Contents and Format and CEQA; California Public Resources Code, Section 21084.1; and *CEQA Guidelines*, Section 15126.4(b).

Prior to implementation to the field component of the Phase III Data Recovery Excavation Program, a Phase III Data Recovery Plan (Plan) should be prepared by the PQS-qualified archaeologist selected to carry out the Phase III Program. The Plan should be prepared in consultation with Native American groups who have participated in consultation for the project and reviewed and approved by the Metro/FTA. The Plan should guide the Phase III Data Recovery Program. The Plan should, at a minimum, include the following:

- Phase III research design including, but not limited to:
 - Discussion of relevant research questions that can be addressed by the resources. Relevant research topics include, but are not limited to:
 - Site chronology
 - Dietary reconstruction
 - Paleo environment reconstruction
 - Settlement pattern
 - Introduction and use of artifact typologies such as projectile point typologies and ceramics

- Methods used to gather data
 - The number of data recovery units to be excavated
 - The number of recovery units should be determined based on industry standards for establishing data redundancy. Industry standard typically requires between 3 to 10 percent of intact site deposits impacted by the project be recovered and analyzed as part of a Phase III Data Recovery Program. The final percentage should be determined based on the percentage of the site to be impacted by the project, the research questions established for the Phase III, in consideration of the guidelines established by the Office of Historic Preservation for Phase III data recovery programs and in consultation with the qualified archaeologist, lead agency, and Native American groups who have participated in consultation for the project.
 - Artifact screening methods to be used
- Procedures to follow in the event human remains are discovered
- Procedures for backfilling all excavated units prior to the completion of the Phase III field work
- Laboratory methods to analyze the artifacts, including but not limited to:
 - Methods used to analyze ceramics, lithics, groundstone, and specialty items such as beads
 - Protein residue analysis
 - Radiocarbon dating
 - Ethnobotanical studies
- Curation procedures

The Phase III Data Recovery field work should be completed in accordance with the Plan, as established by a PQS-qualified archaeologist. The fieldwork should be observed by a minimum of one Native American monitor. The Native American monitor(s) should be locally affiliated (e.g., of Gabrielino descent).

Following the completion of the Phase III Data Recovery field work, the results should be summarized in a Phase III Data Recovery Report. The report should be completed by the qualified archaeologist and should include the results of the field work and laboratory analysis, and address the research questions established in the Phase III Data Recovery Plan. Upon acceptance of the final report, an electronic version of the final report should be submitted to the South Central Coastal Information Center.

Archival Research

Historic archaeological sites encountered during construction may be treated through archival research. This would include investigations with local libraries, historical societies, and online resources such as General Land Office records to ascertain information such as the potential inhabitants of the historic site, the activities occurring within the site, and the general age range of occupation. Gathered data should be documented in a technical report describing the methods of the archival research and any results of such efforts.

Site Capping Program

Prior to implementation of a site (or locus) capping program, a site capping plan should be prepared by a qualified archaeologist who meets or exceeds the Secretary of Interior's PQS for archaeology. The plan would be reviewed and approved by the FTA with input from consulting Native American groups. The plan shall include the following or equivalent steps:

- Retain an archaeological monitor and Native American monitor to monitor the capping process.
- Remove organic material from the archaeological site surface by hand, including brushing, raking, or use of power blower. Use of motorized vehicles for vegetation removal is prohibited. All vegetation shall be removed at ground surface such that no soil disturbance results.
- Remaining root balls and masses in the ground after hand removal of vegetation stems/trunks shall be sprayed with topical pesticide per the pesticide manufacturer's specifications to ensure no further growth. The resulting dead vegetation masses shall be left in place. Complete surface vegetation removal and die-off of root massing shall be achieved before geotextile placement.
- No remedial grading, sub-grade preparation, or scarification shall occur before placement of the geotextile fabric.
- A biaxial geogrid (Tensar BX1200, TX 160, or equivalent) shall be laid over the ground surface where capping is to take place and a minimum buffer area to be determined by the City through consultation with a qualified archaeologist and Native American consultant (and most likely descendant if Native American human remains will be capped) as the final grading plans are prepared. The geogrid type and verification of its technological capability shall be provided by a qualified geotechnical engineer during plan check of final grading plans.
- Placement of fill soils on top of the geotextile fabric shall be done in no greater than 8-inch lifts with rubber-tired equipment.
- Geotextile fabric shall be capable of preventing compaction and load impacts on underlying archaeological resources.
- Fill soils shall have a pH ranging from 5.5 to 7.5 only.
- Fill soils shall be free of archaeological resources (i.e., culturally sterile).
- Fill soils shall be spread from the outside with rubber track heavy equipment, such that the equipment would only be working on top of the fill soils. The fill soils shall be placed ahead of the loading equipment so that the machine does not have contact with the archaeological site surface.
- The fill soils shall be sufficiently moist so that they are cohesive under the weight of the heavy equipment as the material is spread out over the archaeological site and buffer area.
- After the first 12 to 18 inches of fill are laid, larger equipment may be used to increase the fill to desired grade.

Cultural Resources Construction Monitoring

An archaeologist who meets or exceeds the Secretary of Interior's PQS for archaeology shall be present during all earth-moving activities for the duration of the proposed project or until the qualified archaeologist determines monitoring is no longer necessary. A locally affiliated Native American monitor should also be retained to monitor alongside the archaeologist. In the event that previously unidentified prehistoric or historic archaeological materials or

human remains are encountered during project construction, the significance of the discovery will be assessed for CRHR and NRHP eligibility.

5.2 Built Environment Effects/Impacts

This section presents the analysis of effects of the proposed Project to historic properties under the NHPA and impacts to historical resources under CEQA. The analysis incorporates the findings of other applicable technical studies, including noise and vibration studies and geotechnical studies. A discussion of the potential effects to historic properties and impacts to historical resources under the No Build Alternative and the Build Alternatives are included.

5.2.1 No Build Alternative

Under the No Build Alternative, the Project would not be developed, properties would not be acquired for the Project, and no structures along the project alignment would be demolished. The existing freight tracks within the rail ROWs would remain undisturbed and no aerial structures would be constructed along the public or rail ROWs. No project-related noise or vibration would occur. The environmental setting would remain in current conditions (including currently planned and funded projects) and no substantial physical impacts to historic properties would occur. Therefore, under the No Build Alternative, there would be no adverse effect to built environment historic properties or significant impacts to built environment historical resources.

5.2.2 Build Alternatives

The potential adverse effects/significant impacts to built environment historic properties and/or historical resources in the APE from activities associated with construction and operation of Alternatives 1, 2, 3, and 4 are summarized in the following sections. Consistent with the effects/impacts analysis of archaeological historic property/historical resources presented in Section 5.1, a description and the designation status of each historic property/historical resource along with a description of project-related activities that would occur in its vicinity is provided. An assessment of effects/impacts is then performed for each historic property/historical resource. The effects/impacts assessment is followed by a presentation of the minimization/mitigation measures necessary to avoid an adverse effect for the purposes of Section 106 and/or mitigation measures necessary to avoid a substantial adverse change for the purposes of CEQA. The findings detailed below are additionally summarized in Table 5.2 located at the end of this section on page 5-181.

Los Angeles Union Station/750-850 North Alameda Street, Los Angeles (P-19-171159)

Map Reference No. 1-007

Description and Designation Status of Historic Property

Constructed between 1936 and 1939, LAUS is located in the APE for Alternative 1. The main terminal building was designed in a fusion of the Spanish Colonial Revival and Streamline Moderne styles (Figure 5-1). The property is listed in the NRHP and CRHR under Criteria A/1 as a reflection of the decade-long effort to house the services of three major railroads in a single terminal. The property is also listed under Criterion C/3 for the quality of its architectural design by architects John and Donald B. Parkinson. The property was also designated as Los Angeles HCM No. 101. Its period of significance is 1936 through 1939, the years of its construction. The complex fronts Paseo de Los Angeles Park and El Pueblo de Los Angeles State Historic Park. It

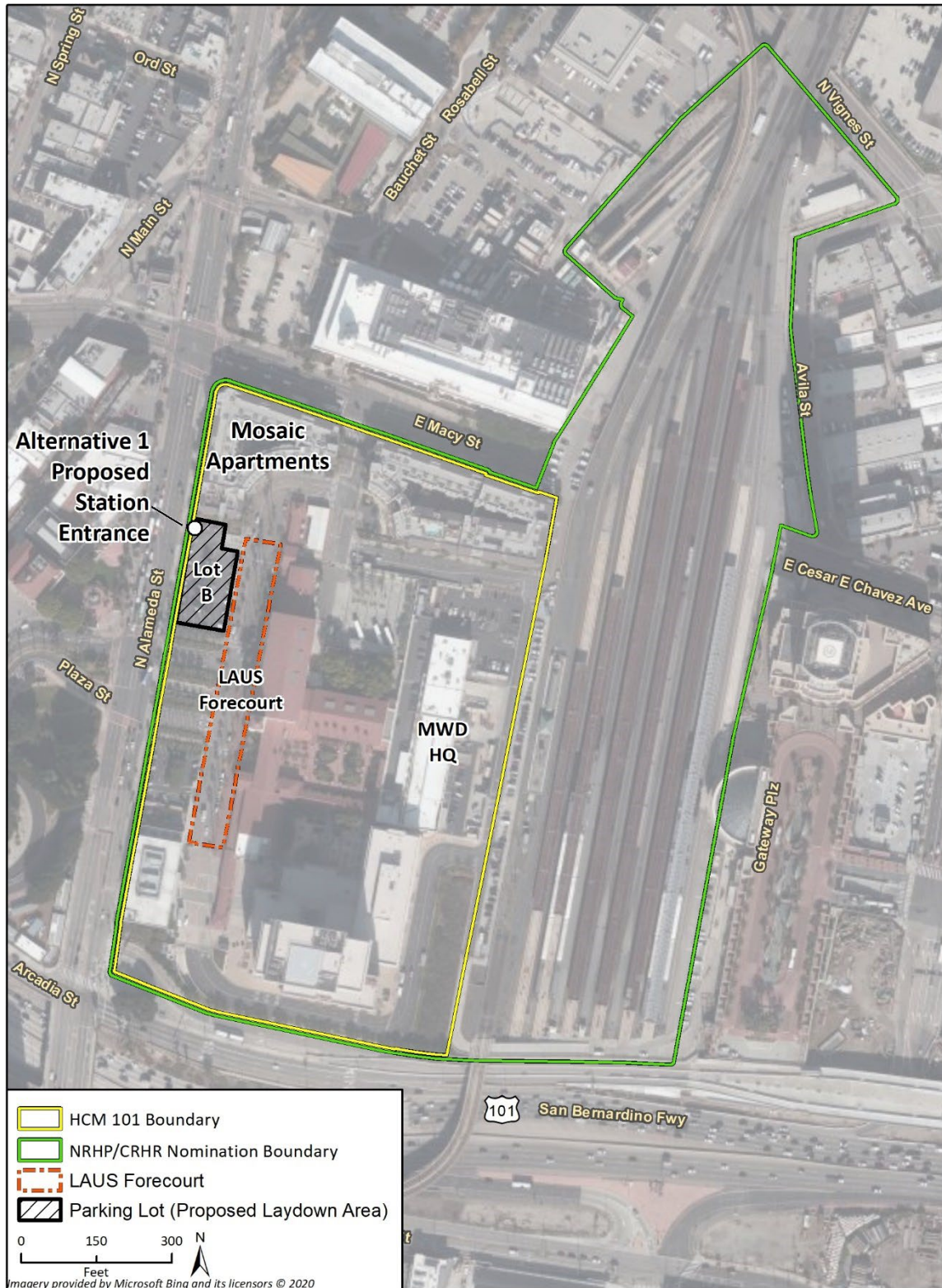
has continuously served as a transportation terminal for rail and bus services and most spaces retain their original functions. The NRHP boundary for LAUS includes the property located east of Alameda Street, south of Cesar E Chavez Avenue and north of Arcadia Street. The eastern boundary of the NRHP boundary includes the rail tracks and platforms up to the Metro Headquarters. The HCM boundary encompasses a smaller area than the NRHP boundary and does extend east to include the rail tracks and platforms (Figure 5-2). The property has been altered over the years, notably during the 1990s and 2000s when the regional light rail system was introduced and then later when it was expanded to include the Metro B (Red), D (Purple), and L (Gold) Lines and Metrolink. These efforts resulted in the construction of several new buildings (non-contributors to the historic property/historical resource), including the MWD headquarters (1998), First 5 LA (2004), and the Mosaic at Union Station Apartments (2006). Despite these developments, the property retains its integrity of location, design, materials, workmanship, feeling, and association. Character-defining features of the property include its centerpiece, the main terminal building, the elevated tracks above a linear passageway, the LAUS Forecourt and parking to the west of the terminal entrance (Figure 5-3), the viewshed between the main terminal and El Pueblo de Los Angeles, forecourt landscaping, interior and exterior spaces, breezeways, and enclosed patios.

Figure 5-1. Los Angeles Union Station, West Elevation of Terminal Building



Source: Rincon 2018

Figure 5-2. NRHP/CRHR and Los Angeles HCM No. 101 Boundaries for Los Angeles Union Station



Prepared by Rincon in 2020

Figure 5-3. Los Angeles Union Station, West Elevation of Terminal Building and Associated forecourt and parking lot from Across North Alameda Street



Source: Rincon 2019

Project Activities in the Vicinity of the Property-Alternative 1

Under Alternatives 2, 3 and 4, no project-related activities would occur in the vicinity of LAUS. Alternative 1 would begin at the proposed underground LAUS Forecourt Station, located below grade under the LAUS Forecourt. The underground station would be constructed directly south of the main terminal building, below the Forecourt. The LAUS Forecourt Station entrance would be in Parking Lot B (Figure 5-4), south of the Mosaic Apartments and approximately 65 feet west of the main terminal building. Above grade, the station entrance would consist of a portal entrance sheltered by a canopy structure and an elevator entrance. Below grade, stairs, escalators, and an elevator would provide access to a subterranean pedestrian tunnel connecting the station entrance to the existing B/D (Red/Purple) line station mezzanine. A second entrance would be provided through the pedestrian tunnel.

During construction, Parking Lot B, south of the forecourt entrance drive, would serve as potential laydown areas. Construction of the underground station would require a partial underground easement and temporary construction easements for Parking Lots B. In addition, the installation of ventilation grating to the north of the station entrance near the main terminal building would be required.

Figure 5-4. Current View of Parking Lot B; Photograph South-Facing

Source: Rincon 2019

Project Activities in the Vicinity of the Property-Design Option 1

Under Design Option 1, the Project would begin at the proposed underground MWD Station, which would be constructed below grade approximately 550 feet east of the LAUS Forecourt to the rear (west) of the MWD Headquarters building. Access to the station would be through an entrance constructed on the interior of the MWD Headquarters building. Under Design Option 1, the only above-grade exterior additions to LAUS would be ventilation grating.

Assessment of Effects/Impacts-Alternative 1

Alternative 1 would not physically alter or modify the LAUS main terminal building, which is the focal point of the LAUS property. The LAUS Forecourt and parking areas west of the terminal building along Alameda Street are considered character-defining features of LAUS and the addition of the station entrance would introduce new visual elements within the boundary of the historic property/historical resource. The construction of new features within the boundary of the historic property/historical resource has the potential to cause an adverse effect under Section 106 and a significant impact under CEQA, as it would physically alter the property. To avoid adverse effects under Section 106 and reduce impacts to below a level of significance under CEQA, new features would be designed in conformance with the

Secretary of the Interior’s Standards for the Treatment of Historic Properties (SOI Standards) as required by CR-6.²

The proposed station entrance to LAUS Forecourt is at the northern end of Parking Lot B, directly south of the Mosaic Apartments and approximately 65 feet to the west of the LAUS main terminal building. The proposed station entrance would consist of stairs, an elevator, and escalators below grade and a portal entrance sheltered by a canopy structure and an elevator entrance above grade. While demolition would occur at the surface to accommodate construction of the station portal and elevator entrances, no character-defining features would be demolished as part of this process. Features introduced to the property as part of the portal and elevator entrance would be consistent with the existing and historic use and function of the property. Additionally, they would be modest in scale and massing when compared with the scale and massing of the LAUS property as a whole. Their design and materials would be clearly contemporary and as such would be differentiated from the historic features of LAUS, as required by the SOI Standards. Because of its scale and location on the property, the LAUS Forecourt Station entrance would not obstruct the character-defining view shed between the main terminal building and El Pueblo de Los Angeles Historical Monument (Figure 5-5). Ventilation grating installed on the property would be flush with the existing paved surfaces on the property and would not detract from or significantly alter the already urban environment.

Figure 5-5. Current viewshed from the Entrance of the Terminal Building; Photograph West-Facing



Source: Rincon 2019

² MM-CR-6 is necessary to ensure compliance with the SOIS. While Project design may ultimately comply with the SOIS were it not required by Minimization/Mitigation Measure CR-6, compliance is not able to be guaranteed at the current design phase. Therefore, CR-6 is required to ensure that particular Project elements are designed to compliance with the SOIS, resulting in impacts of less than significant under CEQA and not adverse under Section 106.

Alternative 1 would require a permanent partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect/impact would result because the addition of the tunnel would not diminish the property's integrity of location, design, materials, workmanship, feeling, and association. Additionally, Alternative 1 would not significantly alter any of the property's character-defining features, which include the main terminal building and its interior spaces, breezeways, and enclosed patios, as well as the elevated tracks above a linear passageway, LAUS Forecourt and landscaping, parking to the west of the terminal entrance, and various surrounding viewsheds.

Construction activities associated with the LAUS Forecourt include the construction of the underground station and entrances. LAUS Parking lot B is identified as a potential laydown area. As construction activities would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. The LAUS main terminal building retains a high degree of historic integrity, as it maintains its original use and many of its original interior spaces. Despite implementation of Alternative 1, the building's original massing, volume, materials, and design intent would remain intact. Alternative 1 would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, and association. The noise and vibration impact analysis performed for this study indicates that no potential noise or vibration-related adverse effects/impacts would be associated with the operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA thresholds for fragile buildings (FTA 2018; Metro 2021c).

Under Alternative 1, the implementation of Minimization/Mitigation Measure CR-6 would reduce potentially significant impacts to a less than significant level. With implementation of CR-6, Alternative 1 would result in a CEQA finding of less than significant impacts with mitigation incorporated and a Section 106 finding of no adverse effect to historic properties. No project activities would occur in the vicinity of LAUS under Alternatives 2, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for LAUS.

Assessment of Effects/Impacts-Design Option 1

Design Option 1 would have no adverse effect/less than significant impact on the LAUS property. Under Design Option 1, the MWD station would be constructed completely below grade, with the exception of ventilation grating. Ventilation grating installed on the property would be flush with the existing paved surfaces on the property and would not detract from or significantly alter the already urban environment. Therefore, no temporary or permanent visual effects/impacts would result. The entry to the MWD station would be constructed on the interior of the MWD Headquarters building, which is non-contributing to the historic significance of LAUS.

The noise and vibration impact analysis prepared for the Project indicates that there are no potential noise effects/impacts associated with the operation of Alternative 1. The noise and vibration impact analysis performed for the Project indicates that operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018), and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW;

therefore, there would be no construction-related vibration effects/impacts associated with the Project (Metro 2021c). The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, the addition of the tunnel would not diminish the property's architectural integrity and no adverse effect/impact would occur.

Design Option 1 would not alter any of the characteristics of LAUS that qualify it for inclusion in the NRHP and CRHR in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Design Option 1 would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of less than significant impact to historical resources for LAUS.

Minimization/Mitigation Measures-Alternative 1

For the purposes of CEQA, the implementation of CR-6 would reduce project-related impacts to a less than significant level. As Alternative 1 would result in a Section 106 finding of no adverse effect to historic properties, no minimization/mitigation measures are required.

Minimization/Mitigation Measures-Design Option 1

Design Option 1 would result in no adverse effect for the purposes of Section 106 and less than significant impact to historical resources under CEQA; therefore, no minimization/mitigation measures are required.

Los Angeles Terminal Annex Post Office/900 North Alameda Street, Los Angeles (P-19-170973)

Map Reference No. 1-006

Description and Designation Status of Historic Property

Located just north of LAUS in the APE for Alternative 1, the Los Angeles Terminal Annex Post Office is a four-story Spanish Colonial Revival-style building, whose primary elevation faces west onto North Alameda Street (Figure 5-6). Designed in 1937 by prominent Los Angeles architect, Gilbert Stanley Underwood, the building design incorporates elements of both Moorish and Spanish Baroque traditions. The property is listed in the NRHP and CRHR under Criteria C/3 as a representative example of Spanish Colonial Revival-style architecture, and for the 12 Works Progress Administration-sponsored, Boris Deutsch murals painted inside. Its presumed period of significance is 1937, the year it was completed. The property is situated in a section of downtown Los Angeles characterized by mixed residential, commercial, and institutional uses. While the building's original orientation in relation to LAUS was cited as exemplary urban planning and a contributor to the post office's significance, the subsequent construction of a residential complex between the two properties has severed any such relationship. Despite substantial changes to its setting and some exterior alterations, the building possesses the following character-defining features derived from its Spanish and Moorish influences: prominent terra-cotta tile-clad domes, smooth exterior surfaces, concrete buttresses, arched ground level windows, and thick exterior walls emphasized by deep-set doors and windows. Deutsch's murals also contribute to the property's historical significance. As such, the property retains integrity of location, design, materials, workmanship, feeling, and association and continues to convey its historical significance.

Figure 5-6. Los Angeles Terminal Annex Post Office, South and West Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3 and 4, no project-related activities would occur in the vicinity of 900 North Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed near the historic property/historical resource. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c). Under Alternative 1, the Project would require a permanent, partial, underground easement for the construction and operation of the rail tunnel.

Assessment of Effects/Impacts

Alternative 1 would have no adverse effect/impact on the Los Angeles Terminal Annex Post Office. The Project would be below ground in its vicinity; therefore, no temporary or permanent visual effects/impacts would result. The noise and vibration impact analysis prepared for the Project indicates that there are no potential noise effects/impacts associated with the operation of Alternative 1. Operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW (FTA 2018; Metro 2021c). The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, the addition of the tunnel would not diminish the property's architectural integrity and no adverse effect/impact would occur.

Alternative 1 would not alter any of the characteristics of the Los Angeles Terminal Annex Post Office that qualify it for inclusion in the NRHP and CRHR in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternative 1 would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for the Los Angeles Terminal Annex Post Office. No project activities would occur in the vicinity of 900 North Alameda under Alternatives 2, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the Los Angeles Terminal Annex Post Office.

Minimization/Mitigation Measures

As stated above, Alternative 1 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact for the Los Angeles Terminal Annex Post Office. No minimization/mitigation measures are required.

Los Angeles Union Terminal District and Buildings/777 South Alameda Street & 1213 East 7th Street, Los Angeles (P-19-189980)

Map Reference No. 5-010

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2 at 777 South Alameda Street and 1213 East 7th Street, the Los Angeles Union Terminal District is a 31-acre former freight warehouse and wholesale produce market facility (Figure 5-7). Constructed by the Southern Pacific Railroad between 1917 and 1923, the property's seven contributing buildings are cited on two contiguous parcels and were known historically as the Los Angeles Union Terminal Market. Notable as a large concentration of intact industrial buildings in Los Angeles, the district was determined eligible for listing in the NRHP and is listed in the CRHR under Criteria A/1, as a representation of railroad-related methods of transportation, storage, and wholesaling in the early twentieth century. The district is also significant under Criteria C/3 as an embodiment of building types related to shipping, warehousing, and marketing and as the work of noted Los Angeles-based architect John Parkinson. Its period of significance, 1917 to 1923, corresponds to the span over which the contributing facilities were developed. The property occupies a large city block in an industrial section of downtown Los Angeles. Properties in the surrounding area consist generally of a mix of low-rise buildings constructed between the early twentieth and early twenty-first centuries and several large, paved lots. Within the district, contributing buildings range from two to six stories. Character-defining features include reinforced-concrete construction, expanses of industrial sash windows, regularly spaced vertical piers with simple capitals, and heavily massed first and second story indicative of a Beaux-Arts influence. Recent construction, both within and outside the district, has somewhat compromised the property's setting and overall design. However, because the contributing buildings remain intact and retain their integrity of location, design, materials, workmanship, feeling, and association, the district continues to convey its significant historical associations.

Figure 5-7. Los Angeles Union Terminal District and Buildings; Taken from the Property's Interior, North-Facing



Source: Rincon 2018

Project Activities in the Vicinity of the Property-Alternative 1

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of the Los Angeles Union Terminal District and Buildings. The proposed project alignment for Alternative 1 would be entirely constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. Technical studies conducted for the Project indicate that, at roughly 60 feet below grade in this particular area, noise related to underground rail operations would not transmit to surface levels (Metro 2021c). Under Alternative 1, the underground Arts/Industrial District Station would be constructed northeast of the property, within the Alameda Street ROW, between East 6th and Industrial Streets. The station entrance (south underground station access) would be located directly across East 7th Street from the historic property, just northwest of the 7th and Alameda Street intersection (in the Metro Division 1 Facility parking lot).

Project Activities in the Vicinity of the Property-Alternative 2

Alternative 2 would also require a permanent partial underground easement for the construction and operation of the rail tunnel and a partial take for the construction and operation of the southern underground station access for the Arts/Industrial District Station. Under Alternative 2, the Arts/Industrial District Station would be located south of its proposed Alternative 1 location, adjacent to the historic property in the Alameda Street ROW between East 7th and Center Streets. The entrance, which would be designed in conformance with the SOI Standards, would be located with the historic property within an existing parking lot (Figure 5-8). The station entrance would consist of stairs, an elevator, and escalators that lead to the below-ground stations. Construction of the station would require the installation of ventilation grating on the property which would be installed flush with existing paved surfaces on the property.

Figure 5-8. View of the Existing Parking Lot, within which Underground Station Access for the Arts/Industrial District Station would be located; Taken near the Property's Entry from South Alameda Street Interior, North-Facing



Source: Rincon 2019

Assessment of Effects/Impacts – Alternative 1

Under Alternative 1, the Project would have no adverse effect/impact on the Los Angeles Union Terminal District and Buildings. Alternative 1 would be below ground in the vicinity of the historic property/historical resource, resulting in no temporary or permanent visual effects/impact. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of the Los Angeles Union Terminal District and Buildings that qualify it for inclusion in the NRHP and CRHR in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 1, would result in no adverse effect to historic properties under Section 106, and under CEQA, no impact to historical resources for any of the individual buildings within the district or the Los Angeles Union Terminal District as a whole. No project activities would occur in the vicinity of the Los Angeles Union Terminal District and Buildings under Alternatives 3 and 4. Therefore, these alternatives would result

in a Section 106 finding of no effect to historic properties and no impact to historical resources for the Los Angeles Union Terminal District and Buildings under CEQA.

Assessment of Effects/Impacts – Alternative 2

Alternative 2, would not physically alter any of the buildings that are contributing resources to the Los Angeles Union Terminal District; however, the addition of the station entrance and ventilation grating would introduce new features to the property's existing setting. The introduction of these features has the potential to result in a significant impact under CEQA and an adverse effect under Section 106, as they would physically alter the property. To reduce significant impacts and avoid adverse effects, the design of the features described below would be required to conform with the SOI Standards as required by CR-6.³

The existing setting of the Los Angeles Union Terminal District property is relatively urban and includes paved streets lined with sidewalks and large-scale buildings. Given this already existing urban setting, features introduced by Alternative 2 (ventilation grating and the station entrance) would be consistent with the property's existing conditions. In particular, the station entrance would be differentiated from the property's historic features by displaying a clearly contemporary design aesthetic that would identify it as contemporary in comparison to historic features.

The massing and scale of the station entrance would be modest when compared to the overall scale of Los Angeles Union Terminal District. The district totals roughly 30 acres and includes seven large-scale multi-story industrial buildings. In contrast, the portion of the district that would be modified to accommodate the station entrance measures roughly 87 feet by 39 feet. While buildings within the district are several stories in height, the station entrance would include one element of height, a metal canopy roughly 14 feet tall. The station entrance would be located in a large parking lot that is several hundred feet from any of the property's contributing buildings and would not obstruct any views to or from the property (Figure 5-8).

Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties. Under CEQA, Alternative 2 would result in a finding of less than significant impact with mitigation incorporated (CR-6) for the Los Angeles Union Terminal District and Buildings.

Minimization/Mitigation Measures-Alternative 1

As stated above there would be no adverse effect to historic properties and no impact to historical resources for the Los Angeles Union Terminal District as a result of Alternative 1; therefore, no minimization/mitigation measures are required.

Minimization/Mitigation Measures-Alternative 2

Under CEQA, potentially significant impacts would be reduced to a less than significant level with the implementation of CR-6. Under Alternative 2, the proposed station entrance would be designed in conformance with the SOI Standards, as required by CR-6, thereby avoiding an adverse effect to historic properties for the purposes of Section 106.

³ MM-CR-6 is necessary to ensure compliance with the SOI Standards. While project design may ultimately comply with the SOI Standards were it not required by Minimization/Mitigation Measure CR-6, compliance is not able to be guaranteed at the current design phase. Therefore, CR-6 is required to ensure that particular project elements are designed to comply with the SOI Standards, resulting in impacts of less than significant under CEQA and not adverse under Section 106.

1608 East 15th Street, Los Angeles

Map Reference No. 6-004

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2, 1608 East 15th Street is a four-story, utilitarian-style industrial loft building (Figure 5-9). The property, which encompasses a single parcel, was constructed in 1924 and designed by noted Los Angeles architect Thornton Fitzhugh. It is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 as an excellent, representative example of an industrial loft, a property type designed to maximize available factory space on a minimum amount of land. Its period of significance is 1924, the date of its construction. It features such character-defining elements as rectangular massing, board-formed concrete walls, and large industrial sash windows. A non-contributing, one-story building addition is located on the east elevation of the historic building. East of the single-story addition on a separate parcel is a parking lot. The property's setting is urban and industrial, characterized by development dating mostly from the 1970s and later. An elevated section of I-10 is located immediately to the south. The building's integrity of setting, feeling, and workmanship have been compromised by the replacement and infill of fenestration and the surrounding development. However, much of the building's original fabric and the design of its primary (north) elevation remain, and the property retains sufficient integrity of location, materials, workmanship, feeling, and association to convey its historical significance as a 1920s industrial loft.

Figure 5-9. 1608 East 15th Street, North Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of 1608 East 15th Street. Under Alternatives 1 and 2, the proposed project alignment would transition to an aerial configuration approximately 65 feet high to cross over the I-10 freeway south of the property (Figure 5-10). The parking lot located directly east of 1608 East 15th Street would be permanently acquired to accommodate the construction of the aerial structure. The Project would introduce new permanent visual elements to 1608 East 15th Street, as the aerial easement would extend over the non-contributing single-story building at its east.

Figure 5-10. 1608 East 15th Street (at right), View East-Facing Towards the current I-10 Freeway Overpass



Source: Rincon 2019

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 1608 East 15th Street under Alternatives 3 and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources. Under Alternatives 1 and 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impacts to historical resources for 1608 East 15th Street. The Project would not physically alter the property's historic building. A permanent aerial easement would be required over the single-story building located east of the historic building; however, it would not extend directly over the historic building itself. The noise and vibration impact analysis performed for the Project indicates that operational noise and vibration levels would not exceed FTA thresholds near the resource/property (FTA 2018; Metro 2021c).

The addition of the project-related visual elements from both construction and operation of the alignment under Alternatives 1 and 2 would not diminish the property's integrity of setting, feeling, or association and would not detract from the character of the area, which is already compromised by the construction of the aerial I-10 freeway immediately south of the property (Figure 5-11). As the property is located adjacent to and within view of the I-10 freeway, the addition of a new aerial structure to the east would be compatible with the existing setting. While its north and south elevations feature abundant windows, openings on the building's west and east elevations are limited. The building's primary viewsheds, to the north and south, would not be further visually obstructed by the proposed aerial structure.

Figure 5-11. Current View of 1608 East 15th Street in Relationship to the I-10 Freeway to its Immediate South



Source: Rincon 2019

Construction activities would primarily occur within the adjacent parking lot, as well as public ROWs, and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary, and construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Minimization/Mitigation Measures

The construction and operation of Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 1608 East 15th Street. No minimization/mitigation measures are required.

Angel City Brewery/John A. Roebling's Sons Company/216 South Alameda Street, Los Angeles (P-19-190521)

Map Reference No. 2-003

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, the Angel City Brewing/John A. Roebling's Sons Company Building is a three-story industrial building designed in the Classical Revival style by the architecture partnership of Frank D. Hudson and William A.O. Munsell (Figure 5-12). The building was completed in 1913 for John A. Roebling's Sons Company. It is individually eligible for listing in the NRHP, the CRHR, and as a City of Los Angeles HCM under Criteria B/2/2 for its association with Washington Roebling, the son of Brooklyn Bridge designer John A. Roebling and prominent engineer in his own right. Under Criteria C/3/3, it is an excellent example of an unreinforced-masonry, Classical Revival-style industrial building. Its period of significance begins in 1913 with the building's completion and ends in 1956, the year John A. Roebling's Sons Company went out of business. It was also identified as a contributor to the potential Downtown Los Angeles Industrial Historic District, which is recommended eligible for listing in the NRHP, CRHR, and as a City HPOZ under Criteria A/1/1 for the area's role in the industrial development of the city. The district's period of significance spans 1900 to 1940. The building's character-defining features include its triangular plan, unreinforced-masonry construction, multi-light steel sash windows, and a decorative, geometrical masonry motif. Its surroundings are characterized by a mix of commercial and residential properties, many of which were developed in or after the mid-twentieth century. Its integrity of setting was substantially lost due to recent development in the surrounding area. However, alterations to the building have been minimal and include the construction of two additions in the 1920s, repairs to the parapet in the 1980s, and installation of commercial signage in recent years. The building's character-defining features remain intact and it retains sufficient integrity of location, design, materials, workmanship, feeling, and association to convey its historical associations.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3 and 4, no project-related activities would occur in the vicinity of 216 South Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground in the Alameda Street ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-12. Angel City Brewery, North Elevation



Source: Rincon 2018

Assessment of Effects/Impacts

216 South Alameda Street is located in the APE for Alternative 1. No project activities would occur in the vicinity of 216 South Alameda Street under Alternatives 2, 3, and 4. Therefore, Alternatives 2, 3, and 4 would result in no effect/impact to the property/resource. Alternative 1 has the potential to affect/impact 216 South Alameda Street. However, the analysis performed for this study and presented below indicates that the construction and operation of Alternative 1 would also result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 216 South Alameda Street.

Alternative 1 would be below ground in the vicinity of 216 South Alameda Street, adjacent to the property in the Alameda Street ROW; therefore, no temporary or permanent visual effects/impacts would result. Technical studies prepared for the Project indicate no potential noise effects/impacts are associated with the operation of Alternative 1. The noise and vibration impact analysis performed for the Project indicates that the operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 216 South Alameda Street that qualify it for inclusion in the NRHP, the CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternative 1 would therefore result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 216 South Alameda Street as an individual historic property/historical resource. Alternative 1 would also

result in a finding of no effect to historic properties/no impact to historical resources for the potential Downtown Los Angeles Industrial Historic District.

Minimization/Mitigation Measures

As stated above, the construction and operation Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 216 South Alameda Street. Therefore, no minimization/mitigation measures are required.

701 East 3rd Street, Los Angeles

Map Reference No. 2-004

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 701 East 3rd Street includes one four-story, utilitarian-style industrial building constructed in 1924 as a branch factory for the Neptune Meter Company, a New York City-based manufacturer of water meters (Figure 5-13). The building features two facades, south-facing onto East 3rd Street and west-facing onto South Alameda. It was identified as a contributing resource to the potential Downtown Los Angeles Industrial Historic District. Significant for its role in the industrial development of Los Angeles between the late nineteenth century and World War II, the potential Downtown Los Angeles Industrial Historic District is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HPOZ under Criteria A/1/1 with a period of significance spanning 1900 to 1940. The property is not eligible for individual listing. Stripped of much of its original detailing and outfitted with replacement windows, the subject building's remaining character-defining features include its regularly spaced window bays, wall-mounted statuary, and molded ornamental elements. Its setting is characterized by a mix of commercial and residential properties, many of which were completed in the latter half of the twentieth century or later. The building adheres to its original footprint and form, retaining its integrity of location and design. However, its integrity of setting, materials, workmanship, feeling, and association have been compromised due to more recent development in the surrounding area and the execution of such alterations as the replacement of all original windows and removal of original decorative detailing. While its diminished integrity would preclude the property's individual eligibility, it retains sufficient integrity to qualify as a contributor to the potential Downtown Los Angeles Industrial Historic District.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 701 East 3rd Street. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-13. 701 East 3rd Street, South and East Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 701 East 3rd Street under Alternatives 2, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 701 East 3rd Street. While there are potential effects/impacts to 701 East 3rd Street as a result of Alternative 1, the analysis prepared for this study and summarized below indicates that the construction and operation of Alternative 1 would also result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 701 East 3rd Street.

Alternative 1 would be below ground in the ROW adjacent to 701 East 3rd Street. Therefore, no temporary or permanent visual effects/impacts would result. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 701 East 3rd Street that qualify it for inclusion in the NRHP, CRHR, and as an HPOZ as a contributor to the potential Downtown Los Angeles Industrial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 1 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for 701 East 3rd Street and for the potential Downtown Los Angeles Industrial Historic District.

Minimization/Mitigation Measures

As stated above, there would be no effect to historic properties and no impacts to historical resources for 701 East 3rd Street or the potential Downtown Los Angeles Industrial Historic District as a result of Alternative 1, either during construction or operation. Therefore, no minimization/mitigation measures are required.

312 South Alameda Street, Los Angeles

Map Reference No. 2-005

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 312 South Alameda Street is a one-story, masonry-constructed, vernacular industrial building (Figure 5-14). Completed in 1901, the building was identified as a contributing resource to the potential Downtown Los Angeles Industrial Historic District. This area served as the city's primary industrial district from the late nineteenth century through World War II. Significant for its role in the industrial development of Los Angeles, the district is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HPOZ under Criteria A/1/1 with a period of significance spanning 1900 to 1940. Its setting is characterized by a mix of commercial, industrial, and residential development, much of which dates from the latter half of the twentieth century and later. In addition to this incursion into the property's setting, such alterations as the demolition and reconstruction of the building's northeast corner, replacement of window sashes and doors, and the creation of several new doorways and window openings have compromised the property's integrity of design, materials, and workmanship. However, many character-defining features remain, such as exposed masonry wall surfaces, bay door openings, arched windows, exposed anchor bolts, and unpartitioned interior space. These elements convey the building's origins as an early twentieth-century industrial property and contribute to its integrity of feeling, and association. While the property's diminished integrity makes it ineligible for individual listing, it is sufficiently intact to qualify as a contributor to the potential Downtown Los Angeles Industrial Historic District.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 312 South Alameda. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels.

Figure 5-14. 312 South Alameda Street, North and West Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 312 South Alameda Street under Alternatives 2, 3, and 4. Therefore, these alternatives would result in no effect to historic properties/no impact to historical resources for 312 South Alameda Street. Under Alternative 1, the Project has the potential to affect/impact 312 South Alameda Street. However, the analysis performed for this study and summarized below indicates that the construction and operation of Alternative 1 would also result in no effect to historic properties/no impact to historical resources for 312 South Alameda Street.

Under Alternative 1, the Project would be below ground in the ROW adjacent to 312 South Alameda Street; therefore, no temporary or permanent visual effects/impacts to the property would occur. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects are associated with operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 312 South Alameda Street that qualify it for inclusion in the NRHP, CRHR, and as a contributing resource to an HPOZ in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 1 would result in a Section 106

finding of no effect to historic properties/no impact to historical resources under CEQA for the potential Downtown Los Angeles Industrial Historic District.

Minimization/Mitigation Measures

There would be no effect to historic properties and no impact to historical resources as a result of construction or operation of Alternative 1 and no treatment measures are required.

400 South Alameda Street, Los Angeles

Map Reference No. 2-006

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 400 South Alameda Street is a three-story, vernacular industrial building (Figure 5-15). The building was designed by R.B. Young and Son in 1910 for the Stockwell-Haley Company, Inc. to serve as a mattress manufacturing facility and warehouse. The property was previously identified as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, an area that was the city's primary industrial district from the late nineteenth century through World War II. The district is eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. Its period of significance is 1900 to 1940. Its setting is urban and industrial, with most buildings in the immediate vicinity roughly contemporary with the subject building. Character-defining features include exposed masonry walls, large loading bays, and rows of arched window openings. Alterations, such as the removal of the original fourth story and filling in of several door and window openings have substantially impaired the building's integrity of design, materials, and workmanship. However, it does retain the appearance of an early twentieth-century industrial building and has integrity of location, setting, feeling, and association. While the building is not sufficiently intact to merit individual eligibility, it possesses enough of its character-defining features to qualify as a contributor to the potential Downtown Los Angeles Industrial Historic District.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 400 South Alameda. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels.

Figure 5-15. 400 South Alameda Street, North and East Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 400 South Alameda Street under Alternatives 2, 3, and 4. Therefore, these alternatives would result in no effect to historic properties/no impact to historical resources for 400 South Alameda Street. Alternative 1 has the potential to affect/impact 400 South Alameda Street. However, the analysis performed for this study and summarized below indicates that the construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for 400 South Alameda Street.

Under Alternative 1, the Project would be below ground in the ROW adjacent to 400 South Alameda Street; therefore, no temporary or permanent visual effects/impacts would result. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 400 South Alameda Street that qualify it for inclusion in the potential Downtown Los Angeles Industrial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The Project would therefore result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the potential Downtown Los Angeles Industrial Historic District.

Minimization/Mitigation Measures

As Alternative 1 would result in a finding of no effect to historic properties and no impact to historical resources, no minimization/mitigation measures would be required.

422-430 South Alameda Street, Los Angeles

Map Reference No. 2-008

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 422-430 South Alameda Street is as a one-story, vernacular industrial building spanning three parcels. It was constructed in 1921 for use as a warehouse (Figure 5-16). The property was previously identified as a contributor to the potential Downtown Los Angeles Industrial Historic District, an area that served as the city's primary industrial district from the late nineteenth century through World War II. The district is significant for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. Its period of significance is 1900 to 1940, the area's key years of industrial growth. The property's setting is urban and characterized primarily by industrial development, much of which appears roughly contemporary with the subject building. Character-defining features are concentrated on the east elevation and include exposed masonry surfaces, minimal parapets, and large warehouse bays. Such alterations as the enclosure of the west elevation loading dock, installment of replacement loading bay doors, and changes to the parapets have diminished the building's integrity of design, materials, and workmanship. However, the building's integrity of location, setting, association, and feeling remain substantially intact, and the property continues to convey its appearance as an early twentieth-century industrial building. While the alterations detailed above would preclude individual designation, the building possesses enough integrity to be eligible as a contributor to the potential Downtown Los Angeles Industrial Historic District.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 422-430 South Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-16. 422-430 South Alameda Street, West Elevation



Source: Rincon 2018

Assessment of Effects/Impacts

The construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 422-430 South Alameda Street.

Alternative 1 would be below ground in the ROW adjacent to 422-430 South Alameda Street. Therefore, no temporary or permanent visual effects/impacts would result. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 422-430 South Alameda Street that qualify it for inclusion in the potential Downtown Los Angeles Industrial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternative 1 would therefore result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the potential Downtown Los Angeles Industrial Historic District. No project activities would occur in the vicinity of 422-430 South Alameda Street under Alternatives 2, 3, and 4. Therefore,

these alternatives would result in no effect to historic properties and no impact to historical resources for 422-430 South Alameda Street.

Minimization/Mitigation Measures

Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the potential Downtown Los Angeles Industrial Historic District. Therefore, no minimization/mitigation measures would be required.

436 South Alameda Street, Los Angeles

Map Reference No. 2-009

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 436 South Alameda Street is a one-story industrial warehouse building constructed in 1921 (Figure 5-17). The property was identified as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, an area that served as the city's primary industrial district from the late nineteenth century through World War II. The district is significant for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. The district's period of significance is 1900 to 1940, the area's key years of industrial growth. The property is not eligible for individual listing. Its setting is urban and characterized primarily by industrial development, much of which appears roughly contemporary with the subject building. Its board-formed concrete construction, truss roof, and large loading bays are characteristic of early twentieth-century industrial building design. Because alterations to the building are limited mostly to the replacement of loading bay doors on street-facing elevations, its character-defining features remain intact. As a result, the property retains enough integrity of location, design, setting, materials, workmanship, feeling, and association to convey its history as an early twentieth-century industrial building.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 436 South Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-17. 436 South Alameda Street, West Elevation



Source: Rincon 2018

Assessment of Effects/Impacts

The construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for 436 South Alameda Street. Alternative 1 would be below ground in the ROW adjacent to 436 South Alameda Street, thereby resulting in no temporary or permanent visual effects/impacts.

The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 436 South Alameda Street that qualify it for inclusion in the NRHP, the CRHR, or local designation as a contributor to the potential Downtown Los Angeles Industrial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 1 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for the potential Downtown Los Angeles Industrial Historic District. No project activities would occur in the vicinity of 436 South Alameda Street under Alternatives 2, 3, and 4. Therefore, these alternatives would result in no effect to historic properties/no impact to historical resources for 436 South Alameda Street.

Minimization/Mitigation Measures

Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the potential Downtown Los Angeles Industrial Historic District. No minimization/mitigation measures would be required.

440 South Alameda Street, Los Angeles

Map Reference No. 2-010

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 440 South Alameda Street is a one-story, utilitarian-style industrial building built in 1921 and used historically for shipping and receiving (Figure 5-18). The property was identified as a contributor to the potential Downtown Los Angeles Industrial Historic District, an area that served as the city’s primary industrial district from the late nineteenth century through World War II. The district is eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. Its associated period of significance is 1900 to 1940. The property is not eligible for individual listing. Its setting is urban and characterized mainly by industrial development, much of which appears roughly contemporary with the subject building. Characteristic of early twentieth-century industrial buildings, it features exposed masonry walls, large bay door openings, truss roof, and unpartitioned interior space. Visible alterations are limited to the replacement of loading bay doors on street-facing elevations, leaving the building’s character-defining features largely intact. The property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its history as an early twentieth-century industrial building.

Figure 5-18. 440 South Alameda Street, East Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 440 South Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

The construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 440 South Alameda Street.

Alternative 1 would be below ground in the ROW adjacent to 440 South Alameda Street, thereby resulting in no temporary or permanent visual effects. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with Alternative 1 (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 440 South Alameda Street that qualify it for inclusion in the NRHP, the CRHR, or local designation as a contributor to the potential Downtown Los Angeles Industrial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 1 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for the potential Downtown Los Angeles Industrial Historic District. As no project activities would occur in the vicinity of 440 South Alameda Street under Alternatives 2, 3, and 4, these alternatives would result in no effect to historic properties/no impact to historical resources for 440 South Alameda Street.

Minimization/Mitigation Measures

The construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA. Therefore, no minimization/mitigation measures would be required.

542 South Alameda Street, Los Angeles

Map Reference No. 2-013

Description and Designation Status of Historic Property

Located in the APE for Alternative 1, 542 South Alameda Street is a two-story, utilitarian-style daylight factory, constructed ca. 1915 (Figure 5-19). The building was completed for the Southern California Gas Company for use as a machine shop and warehouse. It is individually eligible for listing in the NRHP and CRHR, and for local designation under Criteria C/3/3 as an excellent example of the daylight factory property type. Its period of significance is ca. 1915, the building's estimated date of construction. It was also identified as a contributor to the potential Downtown Los Angeles Industrial Historic District, an area that served as the city's primary industrial zone from the late nineteenth century through World War II. The district is eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. The district's period of significance is 1900 to 1940, marking key years of industrial activity in the area. The building's setting is urban and characterized mainly by industrial development, much of which dates from the latter half of the twentieth century and later. This activity has diminished the building's integrity of setting. Alterations are few, limited to the installation of a platform lift and parapet modifications. Despite these changes and recent development in the immediate vicinity, the property retains enough integrity of design, materials, workmanship, feeling, and association to convey its history as an early twentieth-century industrial building. Character-defining features include reinforced-concrete construction and series of large industrial sash windows, characteristics of the daylight factory type.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 542 South Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-19. 542 South Alameda Street, Primary (West) Elevation



Source: Rincon 2018

Assessment of Effects/Impacts

The construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 542 South Alameda Street.

Alternative 1 would be below ground in the ROW adjacent to the property; therefore, there would be no temporary or permanent visual effects/impacts to the historic property. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 542 South Alameda Street that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 542 South Alameda Street as an individual property/resource. Consistent with this finding, Alternative 1 would also result in a Section 106 finding of no effect to historic properties and a CEQA finding of

no impact to historical resources for the potential Downtown Los Angeles Industrial Historic District. No project activities would occur in the vicinity of 542 South Alameda Street under Alternatives 2, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for 542 South Alameda Street.

Minimization/Mitigation Measures

The construction and operation of Alternative 1 would result in a finding of no effect to historic properties under Section 106 and no impact to historical resources under CEQA. Therefore, no minimization/mitigation measures would be required.

500 South Alameda Street, Los Angeles

Map Reference No. 2-011

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 is a two-story, vernacular service station at 500 South Alameda Street (Figure 5-20). It was constructed in 1949 by Richfield Oil Corporation. The property is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 and Criteria C/3/3 as a rare example of a 1940s-era service station in the Los Angeles Industrial District. Its period of significance is 1949, the year it was completed. The building's setting is urban and characterized by industrial development dating mostly from the mid-twentieth century. Character-defining features include the building's unadorned exterior, reinforced-concrete construction, and oversized pass-through truck wash bays, in addition to a site layout designed to facilitate automobile access. The replacement of original windows and doors, construction of a non-original truck bay, and installation of non-original signage and gas pump shelters have diminished the property's integrity of design, materials, and feeling. Despite alterations, it retains integrity of location, workmanship, feeling, and association and continues to convey its historical associations as a 1940s gas station.

Project Activities in the Vicinity of the Property

Under Alternatives 2, 3, and 4, no project-related activities would occur in the vicinity of 500 South Alameda Street. The proposed project alignment under Alternative 1 would be constructed underground in the ROW adjacent to the property; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-20. 500 South Alameda Street, West Elevation



Source: Rincon 2018

Assessment of Effects/Impacts

The construction and operation of Alternative 1 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 500 South Alameda Street.

Alternative 1 would be below ground in the adjacent ROW in the vicinity of 500 South Alameda Street, thereby resulting in no temporary or permanent visual effects/impacts. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with operation of Alternative 1. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 1 would not alter any of the characteristics of 500 South Alameda Street that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, it would result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA on this individual historic property/historical resource. Because Alternative 1 would result in a finding of no effect to historic properties under Section 106 and no impact to historical resources for 500 South Alameda Street as an individual historical resource under CEQA, the Project would also result in a Section 106

finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the Downtown Los Angeles Industrial Historic District. No project activities would occur in the vicinity of 500 South Alameda Street under Alternatives 2, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 500 South Alameda Street.

Minimization/Mitigation Measures

Alternative 1 would not alter any of the characteristics of 500 South Alameda Street that qualify it for inclusion in the NRHP, the CRHR, or local designation in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Project construction and operation would therefore result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources, and no minimization/mitigation measures would be required.

1250 Long Beach Avenue, Los Angeles

Map Reference No. 5-009

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2, 1250 Long Beach Avenue is a residential complex originally constructed as a vernacular daylight factory (Figure 5-21). Los Angeles architect John M. Cooper designed it in 1920, for use by the Los Angeles-based Roberti Brothers Furniture Company. The property is eligible for individual listing in the NRHP, CRHR, and for local designation as an HCM under Criteria C/3/3 as an excellent example of the daylight factory property type. The property is characterized by its masonry construction, partial saw-tooth roof, and series of industrial sash windows. The latter two features, typical of the daylight factory, were intended to maximize natural lighting in interior workspaces. The property's period of significance is ca. 1920, the date of its construction. Its setting is urban and characterized by industrial development dating from throughout the twentieth century. The property's setting is somewhat disrupted by recent development, and the buildings were altered with additions, partial reconstruction, and the installation of several exterior entrances. These changes constitute substantial diminishment of the property's integrity of setting and materials. However, the buildings retain their basic forms, in addition to features characteristic of the daylight factory. As such, the property possesses enough integrity of location, materials, setting, workmanship, feeling, and association to convey its origins as an early twentieth-century daylight factory.

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity 1250 Long Beach Avenue. The portal opening for Alternative 1 and 2 would be constructed directly adjacent to the historic property/historical resource. The proposed train portal opening would be located on the east and west sides of Long Beach Avenue between Olympic Boulevard and 14th Street and would be directly within the western view shed of 1250 Long Beach Avenue. The property is not subject to any temporary or permanent easements or displacement, but a portion of Long Beach Avenue would be permanently closed between Olympic and 14th Street for the construction of the portal, as well as a construction laydown area (Figure 5-22).

Figure 5-21. 1250 Long Beach Avenue, East Elevation



Source: Rincon 2018

Figure 5-22. West Elevation of 1250 Long Beach Avenue; Looking north down Long Beach Avenue Towards East 14th Street



Source: Rincon 2019

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 1250 Long Beach Avenue under Alternatives 3 and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 1250 Long Beach Avenue. Under Alternatives 1 and 2, the Project would have a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 1250 Long Beach Avenue from either construction or operational activities. Alternatives 1 and 2 would not physically alter the buildings comprising 1250 Long Beach Avenue.

The noise and vibration impact analysis performed for the Project indicates no potential noise or vibration effects/impacts are associated with the operation of Alternative 1 or 2 (Metro 2021c). The addition of the project-related visual elements from both construction and operation of the portal and the aerial structure would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. As they are temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. The driveways for the property along Long Beach Avenue would be adjacent to the staging area with their access maintained.

The construction and operation of Alternatives 1 and 2 would not alter any of the characteristics of 1250 Long Beach Avenue that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources.

Minimization/Mitigation Measures

Alternatives 1 and 2 would not alter any of the characteristics of 1250 Long Beach Avenue that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 1250 Long Beach Avenue and no minimization/mitigation measures are required.

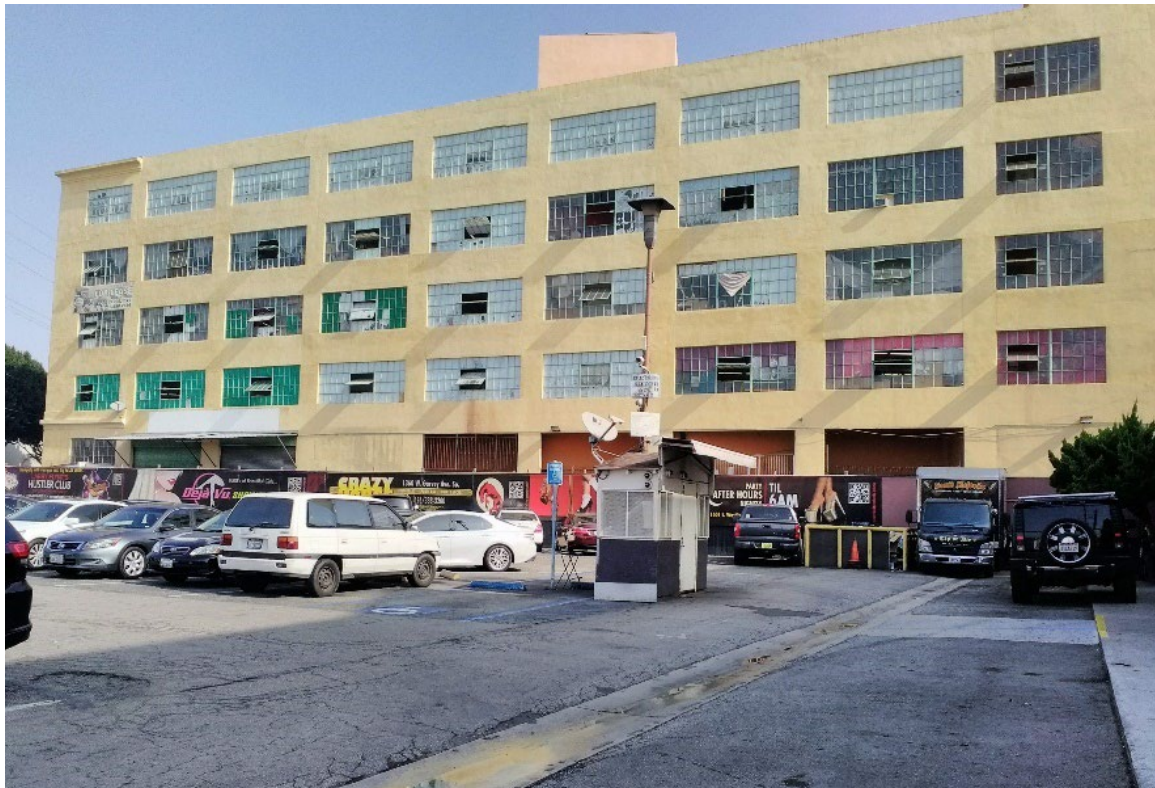
1753 East Olympic Boulevard, Los Angeles

Map Reference No. 5-004

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2 at 1753 East Olympic Boulevard and 800 McGarry Street, the Western Electric Company property consists of two vernacular daylight factory buildings designed by the noted Los Angeles architectural firm Morgan, Walls and Clement (Figure 5-23). The property was developed in 1925 as an industrial plant for the Western Electric Company, a manufacturer of telephone parts. During the 1940s and 1950s, 1753 Olympic Boulevard was occupied by aircraft manufacturers. It is eligible for listing in the NRHP, CRHR, and for local designation Criteria C/3/3 as an excellent example of a daylight factory in Los Angeles. Character-defining features include reinforced-concrete construction and expanses of industrial sash windows, which were intended to capitalize on natural light. Its period of significance is 1925, the year the complex was developed. Its surroundings are urban and characterized by industrial and commercial development dating throughout the twentieth century. Later development has reduced the property's integrity of setting. However, the building's minimal alterations are concentrated at the ground level and leave intact the property's character-defining features. As a result, the property retains integrity of location, design, materials, workmanship, feeling, and association sufficient to convey its historical significance.

Figure 5-23. 1753 East Olympic Boulevard; Northern-Most Building, South Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of 1753 East Olympic Boulevard. The portal opening for Alternative 1 and 2 would be constructed to the southwest of the historic property/historical resource, across Olympic Boulevard. The proposed train portal opening would be located on the east and west sides of Long Beach Avenue between Olympic Boulevard and 14th Street. From the portal, the alignment would transition into an aerial structure as it continues south. No other aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel.

Assessment of Effects/Impacts

Alternatives 1 and 2, would have no adverse effect/impact on 1753 East Olympic Boulevard from either construction or operational activities. Alternatives 1 and 2 would not physically alter or modify the building located at 1753 East Olympic Boulevard. Alternatives 1 and 2 would be constructed underground; therefore, there would be no temporary or permanent visual effects resulting from the underground tunnel. Alternatives 1 and 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect/significant impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish its integrity. The noise and vibration impact analysis performed for the Project indicates that there are no potential noise or vibration effects/impacts associated with the operation of Alternatives 1 or 2 (Metro 2021c).

While the portal and aerial structure would be visible from 1753 East Olympic Boulevard, they would not be directly in the view shed of the historic property. The property is located across the street from the proposed train portal, where the rail line would transition from underground to at-grade/aerial. At its most proximate, the train portal opening would be approximately 85 feet southwest of the property. While the introduction of the train portal would introduce new visual elements to the existing urban setting, these visual elements would not diminish the historic integrity of the property or negatively affect its historic significance. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction.

Alternatives 1 or 2 would not alter any of the characteristics of 1753 East Olympic Boulevard that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, the Project under Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources. As no project activities would occur in the vicinity of 1753 East Olympic Boulevard under Alternatives 3 and 4, these alternatives would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 1753 East Olympic Boulevard.

Minimization/Mitigation Measures

Alternative 1 or 2 would not have an adverse construction or operational effect/impact on this historic property historical/resource and no minimization/mitigation measures are required.

Sam's Hof Brau/1731 East Olympic Boulevard, Los Angeles

Map Reference No. 5-005

Description and Designation Status of Historical Resource

Located in the APE for Alternative 1 and 2, 1731 East Olympic Boulevard was constructed in 1963 for use as a machine shop and converted to a Sam's Hof Brau location in 1969. It contains a single-story, vernacular commercial building and a distinctive freestanding commercial sign (Figure 5-24). The subject property was identified as eligible for individual listing as a City of Los Angeles HCM under Criterion 1 as the location of Sam's Hof Brau, a long-term business important to the commercial identity of Los Angeles. Its period of significance begins in 1969, when Sam's Hof Brau moved into and remodeled the property, and concludes in 1980, the end date of the City of Los Angeles' Commercial Identity theme. While eligible for local designation, it does not appear to meet significance thresholds for listing in the NRHP or the CRHR. Its character-defining features include decorative brick-veneer cladding and false half-timbering, in addition to freestanding and wall-mounted signs that feature channel lettering, commercial iconography, and incandescent illumination. The property's setting is urban and characterized by industrial and commercial development dating primarily from throughout the twentieth century. Although more recent development has diminished the property's integrity of setting, the property has been subject to few visible alterations since the property's 1969 remodeling and retains its integrity of location, design, materials, workmanship, feeling, and association.

Figure 5-24. 1731 East Olympic Boulevard, Primary Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of 1731 East Olympic Boulevard. The portal opening for Alternative 1 and 2 would be constructed to the southwest of the historical resource, across Olympic Boulevard. The proposed train portal opening would be located on the east and west sides of Long Beach Avenue between Olympic Boulevard and 14th Street. From the portal, the alignment would transition into an aerial structure as it continues south. No other aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel.

Assessment of Impacts

1731 East Olympic Boulevard is locally eligible and is therefore considered a historical resource in accordance with CEQA. It is not considered a historic property under Section 106 and therefore effects were not analyzed.

Under Alternative 1 and 2, the Project would have no impact on 1731 East Olympic Boulevard from either construction or operational activities. Alternatives 1 and 2 would not physically alter or modify the building located on the property. 1731 East Olympic Boulevard is located in a segment of Alternative 1 and 2 that would be constructed underground thereby resulting in no temporary or permanent visual impacts. Alternatives 1 and 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no impact would occur because the addition of the tunnel would not diminish the integrity of the property. The noise and vibration impact analysis performed for the Project indicates no potential noise or vibration impacts are associated with the operation of Alternative 1 and 2 (Metro 2021c).

While the portal and aerial structure would be visible from 1731 East Olympic Boulevard, they would not be directly in the view shed of the historical resource. The property is located across the street from the proposed train portal, where the rail line would transition from underground to at-grade/aerial. The train portal opening would be located approximately 85 feet to the south from the Project at the nearest distance. While the introduction of the train portal would introduce new visual elements to the existing urban setting, these visual elements would not diminish the historic integrity of the property, or negatively impact its historic significance. The addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction.

Alternative 1 and 2 would not alter any of the characteristics of 1731 East Olympic Boulevard that qualify it for listing as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, the Project would have no impact this individual historical resource. As no project activities would occur in the vicinity of 1731 East Olympic Boulevard under Alternatives 3 and 4, these alternatives would result in no impact to the resource.

Minimization/Mitigation Measures

Alternative 1 and 2 would not have any construction or operational impacts on this historical resource and no mitigation measures are required.

Air Raid Siren No. 189/McGarry Street & East 8th Street, Los Angeles

Map Reference No. 5-003

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2, Air Raid Siren No. 189 is a freestanding civil defense siren designed in the “flattened birdhouse” style erected ca. 1956 at the southwest corner of McGarry and East 8th streets (Figure 5-25). The siren was installed during the Cold War and was intended to issue a warning call in the event of a Soviet attack. It is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for its association with Cold War-era military infrastructure. Its period of significance is ca. 1956 to 1985, its years of operation. Under Criteria C/3/3, the siren is eligible as an excellent and intact example of a “flattened birdhouse”-style siren, with a period of significance of ca. 1956. Character-defining features include its 30-foot metal pole, metal pole steps, two-tone siren, and double-tiered, conical, sheet-metal siren housing. The subject resource’s setting is urban and characterized by industrial and commercial development dating primarily from the mid-to-late twentieth century. It has been subject to no visible alterations and retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of Raid Siren No. 189. The proposed project alignment in Alternative 1 and 2 would be constructed underground in the ROW adjacent to the siren; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The historic property/historical resource is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

Alternatives 1 and 2 would result in a Section 106 finding of no effect to historic properties and, under CEQA, a finding of no impact to historical resources for Air Raid Siren No. 189. In the vicinity of the air raid siren, Alternatives 1 and 2 would be below ground in the adjacent ROW and no temporary or permanent visual effects/impacts would result. The air raid siren is a public utility located within the street ROW, and the structure is not subject to any temporary or permanent easements or displacement.

The noise and vibration impact analysis performed for the Project indicates no potential noise effects are associated with the operation of Alternative 1 or 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Figure 5-25. Air Raid Siren No. 189, Northwest-Facing



Source: Rincon 2018

Alternatives 1 and 2 would not alter any of the characteristics of Air Raid Siren No. 189 that qualify it for inclusion in the NRHP, the CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternatives 1 and 2 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 189. As no project activities would occur in the vicinity of Air Raid Siren No. 189 under Alternatives 3 and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 189.

Minimization/Mitigation Measures

As stated above, the construction and operation of Alternatives 1 and 2 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the Air Raid Siren No. 189. Therefore, no minimization/mitigation measures are required.

Hamburger's Department Store/801 South Broadway, Los Angeles (P-19-166869)

Map Reference No. 3-028

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, Hamburger's Department Store is a five-story commercial building constructed in 1907 in the Beaux-Arts style (Figure 5-26). It was designed by engineer A.C. Martin and architect Alfred F. Rosenheim, with a 1929 addition by architect Aleck Curlett. The building is listed as City of Los Angeles HCM No. 459 under local Criterion 1 as an early site of the Los Angeles Public Library (1908-1913) and Criterion 3 as representative of its architectural style, as the work of master architect Rosenheim, and for the innovative application of steel frame and fireproof concrete engineering techniques by A.C. Martin. Its period of significance under Criterion 1 is 1908 to 1913, the years during which the library operated from the property. Under Criterion 3, its period of significance begins with the original date of construction, 1913, and concludes with the completion of Curlett's addition in 1929. In addition, the building was previously found eligible for the NRHP, although no significance criteria or period of significance were indicated. The subject building is also a contributing resource to the NRHP and CRHR-listed Broadway Theater and Commercial Historic District, which spans the six blocks of Broadway between 3rd and 9th Streets. Composed of commercial and entertainment properties, the district is listed under Criteria A/1 as the city's historic theater and commercial core and under Criteria C/3 for its concentration of significant buildings. While no period of significance is specified, the district's contributing resources were constructed between the early 1890s and early 1930s.

Located in a commercial section of downtown Los Angeles, the subject property's setting is characterized by dense, mid- and high-rise urban development, with most nearby buildings reflecting a range of architectural styles popular in the first half of the twentieth century. Aside from the 1929 addition, which contributes to the building's significance, the most notable alterations consist of storefront modifications that were underway at the time of the site visit for the present study. These alterations are localized at the building's ground level and do not detract substantially from the property's character-defining features, which include terra-cotta cladding on the upper floors, terra-cotta garlands between floors, fine low-relief ornament on upper-story mullions, and a heavy bracketed cornice above the first floor. Overall, the subject property possesses sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its historical significance.

Project Activities in the Vicinity of the Property

The proposed project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-26. Hamburger's Department Store, North and East Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 801 South Broadway. The analysis performed for this study and presented below indicates that the construction and operation of Alternative 2 would result in no adverse effect/impact on 801 South Broadway.

Alternative 2 would be below ground in the vicinity of 801 South Broadway. Therefore, there no temporary or permanent visual effects/impacts would result. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel. However, no adverse effect/impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 801 South Broadway that qualify it for inclusion in the NRHP, CRHR, and

as a City of LA HCM individually or as a contributor to the Broadway Theater and Commercial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA for 801 South Broadway individually and for the Broadway Theater and Commercial Historic District.

As no project activities would occur in the vicinity of 801 South Broadway under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources for 801 South Broadway individually and for the Broadway Theater and Commercial Historic District

Minimization/Mitigation Measures

A Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources would result and no minimization/mitigation measures would be required.

Merritt Building/301 West 8th Street, Los Angeles (P-19-166998)

Map Reference No. 3-025

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Merritt Building is a nine-story Classical Revival-style commercial office building completed in 1915 (Figure 5-27). The building's namesake, capitalist Hulett C. Merritt, commissioned the noted Reid Brothers architecture firm of San Francisco to design the building. It is a contributing resource to the NRHP- and CRHR-listed Broadway Theater and Commercial Historic District, which spans the six blocks of Broadway between 3rd and 9th streets. Made up of commercial and entertainment properties, the district is listed under Criteria A/1 as the city's historic theater and commercial core and under Criteria C/3 for its concentration of architecturally significant buildings. While no period of significance was specified, the district's contributing resources were constructed between the early 1890s and early 1930s. While the building has been modified from its original design, primarily on the lower levels, its upper stories still possess original architectural elements characteristic of the Classical Revival style, including Ionic columns and a heavy cornice. As a result, the building conveys its historical associations sufficiently to remain a contributor to the Broadway Theater and Commercial Historic District.

Project Activities in the Vicinity of the Property

No project activities would occur in the vicinity of 301 West 8th Street under Alternatives 1, 3, and 4. The proposed project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-27. Merritt Building, South and East Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 301 West 8th Street under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 301 West 8th Street. The analysis performed for this study and presented below indicates that the construction and operation of Alternative 2 would have no adverse effect/impact on 301 West 8th Street.

Alternative 2 would be below ground in the vicinity of 301 West 8th Street; therefore, no temporary or permanent visual effects/impacts would result. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect/impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish

the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 301 West 8th Street that qualify it for inclusion in the NRHP and CRHR as a contributing resource to the Broadway Theater and Commercial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternative 2 would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for the Broadway Theater and Commercial Historic District.

Minimization/Mitigation Measures

Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources for the Broadway Theater and Commercial Historic District. No minimization/mitigation measures are required.

Charles C. Chapman Building/756 South Broadway, Los Angeles (P-19-166888)

Map Reference No. 3-026

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Charles C. Chapman Building is a 13-story commercial building constructed in the Beaux-Arts style in 1913 (Figure 5-28). It housed numerous financial institutions over the decades. The building is designated as City of Los Angeles HCM No. 899 under local Criterion 1 for its association with the development of downtown Los Angeles; Criterion 2 for its association with influential local businessman Charles C. Chapman; and Criterion 3 as an excellent example of the Beaux-Arts style. Its period of significance for HCM designation begins in 1913, the year the building was completed, and ends in 1944, the year Chapman died. The subject building is also contributing resource to the NRHP- and CRHR-listed Broadway Theater and Commercial Historic District, centered on Broadway between 3rd and 9th Streets. Made up of commercial and entertainment properties, the district is listed under Criteria A/1 as the city's historic theater and commercial core and under Criteria C/3 for its concentration of significant buildings. While no period of significance was identified explicitly, the district's contributing resources were constructed between the early 1890s and early 1930s. Located in Los Angeles's central business district, the subject property's surroundings are characterized by dense, mid- and high-rise commercial development, most of which is roughly contemporary with the subject property. The building features elements characteristic of the Beaux-Arts style, such as a tripartite form; fluted columns, ornamental moldings, bracketed cornices, and ornamental bands. It retains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

No project activities would occur in the vicinity of the Charles C. Chapman Building under Alternatives 1, 3, and 4. The proposed project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-28. Charles C. Chapman Building South and West Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 756 South Broadway under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 756 South Broadway. The construction and operation of Alternative 2 would result in no adverse effect/impact on 756 South Broadway.

Alternative 2 would be below ground and would therefore result in no temporary or permanent visual effects to the historic property/historical resource. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel, however, no adverse effect would occur to the historic property, because the addition of the tunnel would not diminish the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 756 South Broadway that qualify it for inclusion in the NRHP, CRHR, or as an HCM individually or as a contributor to the Broadway Theater and Commercial Historic District in a manner that

would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The Project would therefore result in a finding of no adverse effect to historic properties/no impact on 756 South Broadway individually and on the Broadway Theater and Commercial Historic District.

Minimization/Mitigation Measures

Alternative 2 would not alter any of the characteristics of 756 South Broadway that qualify it for inclusion in the NRHP, CRHR, or as an HCM individually or as a contributor to the Broadway Theater and Commercial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources. No minimization/mitigation measures are required.

Tower Theater/800 South Broadway, Los Angeles (P-19-166898)

Map Reference No. 3-027

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Tower Theater is a four-story Renaissance Revival-style theater and commercial building (Figure 5-29). Constructed in 1927, Tower Theater was the first movie theater designed by noted theater architect S. Charles Lee. Displaying an eclectic mix of architectural influences, the theater features Moorish-, Beaux-Arts-, and Gothic-style details. It is designated as City of Los Angeles HCM No. 450 under local Criterion 1 as one of the important downtown theaters to introduce cinema in the 1930s, and under local Criterion 3 as for architectural merit and as one of Lee's important works. The subject building is also a contributing resource to the NRHP- and CRHR-listed Broadway Theater and Commercial Historic District, centered on Broadway between 3rd and 9th streets. Made up of commercial and entertainment properties, the district is listed under Criteria A/1 as the city's historic theater and commercial core and under Criteria C/3 for its concentration of significant buildings. While no period of significance was identified explicitly, the district's contributing resources were constructed between the early 1890s and early 1930s. Located in a dense, commercial area, the vicinity of the subject property is developed with mid- and high-rise building dating mostly from the 1910s through the early 1930s. Character-defining features include its terra-cotta façade with decorative window surrounds, urns, and other details; prominent arched stained glass window; and elaborate clock tower. Notable alterations include the shortening of the clock tower and replacement of the marquee in the latter half of the twentieth century. Despite these alterations, the building is largely intact and retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

No project activities would occur in the vicinity of 800 South Broadway under Alternatives 1, 3, and 4. The proposed project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-29. 800 South Broadway, North and West (Primary) Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 800 South Broadway under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for the property/resource. Alternative 2 would result in no adverse effect/impact on 800 South Broadway from either construction or operational activities.

Under Alternative 2, the Project would be below ground in the vicinity of the historic property/historical resource; therefore, no temporary or permanent visual effects/impact to the historic property/historical resource would occur. The noise and vibration impact analysis performed for the Project indicates no potential noise effects are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project. (FTA 2018; Metro 2021c)

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no effect would occur to the historic property/historical resource because the addition of the tunnel would not diminish the

architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 800 South Broadway that qualify it for inclusion in the NRHP, CRHR, or as an HCM individually or as a contributor to the Broadway Theater and Commercial Historic District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternative 2 would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 800 South Broadway as an individual historic property/historical resource and for the Broadway Theater and Commercial Historic District.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource, and no minimization/mitigation measures are required.

Garfield Building/403 West 8th Street, Los Angeles (P-19-167275)

Map Reference No. 3-024

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Garfield Building is a 13-story retail and office building with a three-story penthouse constructed in 1929 (Figure 5-30). The work of master architect Claud Beelman, the building exemplifies the architect's transition from the more traditional Beaux-Arts style to the Art Deco styling that characterized his later work. The building is listed in the NRHP, the CRHR, and as City of Los Angeles HCM No. 121. It is significant under Criteria C/3/3 for its architectural merit, as an early, transitional representation of Art Deco architecture in Los Angeles, and as the work of Beelman. Its period of significance is 1929, the year it was completed. The building is located in the historical commercial core of downtown Los Angeles, its immediate settings characterized by mid- and high-rise commercial properties. While many neighboring properties date from the first quarter of the twentieth century, the subject building faces commercial buildings and a multi-level parking garage dating from the latter half of the century. Character-defining features include the set-back above the third floor; a three-story, rooftop loggia, elaborate two-story cast iron grilles over the main entrances, and ornamental terra-cotta tiles. Its vertical emphasis, multiple setbacks, and floral, starburst, and avian motifs suggest the Art Deco style, while the influence of the Beaux-Arts tradition is most readily evident in the building's tripartite form. Although the ground-level exterior has incurred numerous alterations, overall, the building retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

No project activities would occur in the vicinity of the 403 West 8th Street under Alternatives 1, 3, and 4. The proposed project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Figure 5-30. Garfield Building, South and East Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 403 West 8th Street under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for the property/resource. Alternative 2 would also have no adverse effect/impact on 403 West 8th Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of 403 West 8th Street; therefore, it would result in no temporary or permanent visual effects/impact to the historic property/historical resource. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect would occur to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Because Alternative 2 would not alter any of the characteristics of 403 West 8th Street that qualify it for inclusion in the NRHP, CRHR, or as

an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact for 403 West 8th Street as an individual historical resource.

Minimization/Mitigation Measures

Alternative 2 would result in a finding of no adverse effect to historic properties/no impact on this individual historical resource and no treatment measures are required.

Barker Bros. Furniture Store; 800 W 7th Street, Los Angeles (P-19-172123)

Map Reference No. 3-030

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, Barker Brothers Furniture Store is a 13-story, Beaux-Arts-style commercial building designed by the renowned Los Angeles architecture firm, Curlett and Beelman (Figure 5-31). At the time of its completion in 1925, it was one of the largest furniture stores in the United States. The building was determined eligible for listing in the NRHP in 1978 as part of the Los Angeles Downtown People Move Project (Project Reference Number: DOE-19-79-0020-0000) and is listed in the CRHR under Criterion C/3 for its “scale and architectural character” and as a reflection of “the popularity in the 1920s building boom of the Renaissance Revival style.” It is also designated as City of Los Angeles HCM No. 356. Its period of significance is 1925, the date of its completion. In addition to its individual designation, the building was identified by SurveyLA as a contributing resource to potential 7th Street Commercial Historic District, assumed eligible for listing in the NRHP and CRHR and for local designation. Under Criteria A/1/1, the district is assumed significant for reflecting patterns of early twentieth-century commercial development in Los Angeles' central business district. Under Criteria C/3/3, the district is assumed eligible for its high concentration of exemplary commercial buildings, designed in a variety of early twentieth-century styles. Located in a commercial area in downtown Los Angeles, the property's surroundings consist mostly of commercial high-rises constructed between the 1920s and the late twentieth century. While more recent development has compromised the subject property's integrity of setting, the building itself is highly intact and retains such character-defining elements of the Beaux-Arts style as a tripartite form, rusticated capital and three-story base, dentil cornices, brick and stone cladding, arched second-story windows, and quoins. The subject building possesses a high degree of integrity of location, design, materials, workmanship, feeling, and association, and continues to convey its historical significance.

Project Activities in the Vicinity of the Property

No project activities would occur in the vicinity of the 800 West 7th Street under Alternatives 1, 3, and 4. The proposed project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c). Alternative 2 would require a permanent, partial acquisition for the construction and operation of a pedestrian tunnel segment that would connect with the existing 7th Street/Metro Center Station and would run through the basement of the building. In the vicinity of 800 West 7th Street, the pedestrian tunnel would be designed in conformance with the SOI Standards.

Figure 5-31. Barker Brothers Furniture Store, South and East Elevations

Source: Rincon 2018

Assessment of Effects/Impacts

Alternative 2 would be below ground in the vicinity of 800 West 7th Street; therefore, there would be no temporary or permanent visual effects/impacts to the property. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c). As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

Alternative 2 would require a permanent, partial acquisition for the construction and operation of the pedestrian tunnel that would run through the basement of 800 West 7th Street. The alteration of the building in this manner has the potential to cause significant impacts. To avoid adverse effects and reduce potential significant impacts, the tunnel would be designed in conformance with the SOI Standards. As a result, Alternative 2 would not

alter any of the characteristics of 800 West 7th Street that qualify it for inclusion in the NRHP, CRHR, or as an HCM individually or as a contributor to the potential 7th Street Commercial District in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The Project would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of less than significant impacts to historical resources with mitigation incorporated.

As no project activities would occur in the vicinity of 800 West 7th Street under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 800 West 7th Street.

Minimization/Mitigation Measures

Potential significant impacts/adverse effects to 800 West 7th Street under Alternative 2 would be treated/mitigated through implementation of CR-6⁴, which would ensure that the design of the pedestrian tunnel conforms to the SOI Standards, thereby resulting in a CEQA finding of less than significant impacts to historical resources and a Section 106 finding of no adverse effect.

Union Bank and Trust Company Building/760 South Hill Street, Los Angeles (P-19-173194)

Map Reference No. 3-023

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Union Bank and Trust Company Building is an 11-story building designed in the Renaissance Revival style (Figure 5-32). It was constructed from 1921 to 1922, with substantial alterations carried out through 1929 and designed by the noted Los Angeles architecture firm Curlett and Beelman. The building was determined eligible for listing in the NRHP and listed in the CRHR and designated as City of Los Angeles HCM No. 1030. It is significant under Criteria A/1/1 for its associations with the commercial development of Los Angeles. Its period of significance for NRHP and CRHR Criteria A/1/1 is 1921 to 1940, marking the property's role in a period of downtown commercial expansion. Under HCM Criterion 1, the associated period is 1922 to 2008, during which years the property was used for commercial purposes. Under Criteria C/3/3, it is cited an excellent example of Romanesque Revival commercial architecture and the work of master architects Curlett and Beelman. Its period of significance under these criteria encompasses its initial construction and the major remodeling of the 1920s (1921-1929). Situated in downtown Los Angeles, its surroundings are developed mostly with buildings of comparable height and scale dating from the first half of the twentieth century. Development directly west of the subject property is more recent, including a contemporary high-rise apartment building. The subject building is highly intact and possesses such character-defining features as terra-cotta cladding; a rusticated base; large, arched, ground-level bays; elaborated belt courses; relief terra-cotta balcony; and a bracketed overhanging cornice above the upper floor. The building retains much of its integrity of location, design, materials, workmanship, feeling, and association. Although recent construction has somewhat diminished its integrity of setting, it continues to convey its historical significance.

⁴ MM-CR-6 is necessary to ensure compliance with the SOI Standards. While project design may ultimately comply with the SOI Standards were it not required by Minimization/Mitigation Measure CR-6, compliance is not able to be guaranteed at the current design phase. Therefore, CR-6 is required to ensure that particular project elements are designed to comply with the SOI Standards, resulting in impacts of less than significant under CEQA and not adverse under Section 106.

Figure 5-32. Union Bank and Trust Company Building, Primary (South and West) Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the Union Bank and Trust Company Building. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c).

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 760 South Hill Street under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 760 South Hill Street. Under Alternative 2, the Project would have no adverse effect/impact on the Union Bank and Trust Company Building from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the Union Bank and Trust Company Building; therefore, there would be no temporary or permanent visual effects/impacts to the historic property/historical resource. Technical studies indicate no potential noise effects/impacts are associated with operation of Alternative 2. The noise and vibration impact analysis performed for the Project indicates that the operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be

no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect/impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of the Union Bank and Trust Company Building that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact on this individual historical resource.

Minimization/Mitigation Measures

Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact on this individual historical resource. No minimization/mitigation measures are required.

Garment Capitol Building/217 East 8th Street Los Angeles (P-19-173240)

Map Reference No. 4-038

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Garment Capitol Building is a 12-story, steel-framed, Gothic Revival-style former industrial building constructed as a garment factory in 1926 (Figure 5-33). Designed by William Douglas Lee and constructed by Lloyd and Casler, the building served historically as a garment factory. It is listed in the NRHP (listed in 2010) and the CRHR and designated as City of Los Angeles HCM No. 930 under Criterion C/3/3 as an exemplary Gothic Revival-style industrial building and as the work of Lee, a master architect. It is also designated under local Criterion 2 for its association with its developer, Florence Casler, who was one of the first women involved in high-rise construction in the city and one of the few women regionally to serve as a bank director. Located in downtown Los Angeles, the subject building's surroundings consist of a dense mix of low-, mid-, and high-rise commercial and industrial buildings, many of which are comparable in height, scale, and age to the Garment Capitol Building. Character-defining features include a vertical emphasis, brick and terra-cotta cladding, industrial sash windows, terra-cotta tracery with quatrefoil and facial motifs bracketing the second floor and above the 10th story, and vertical elements evocative of turrets and finials along the parapet. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Figure 5-33. Garment Capitol Building, Primary (South and East) Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 217 East 8th Street. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The station entrance would be located three parcels from the historic property/historical resource, approximately 75 feet to the northwest along the same block. The underground station would be constructed below East 8th Street, between South Main Street and Santee Street; this segment would also serve as a construction laydown area. The historic property/historical resource is also located adjacent to a laydown yard which is proposed within the Santee Street ROW. Construction of the station would require the installation of ventilation grating, which would be located adjacent to the property on the sidewalk. The ventilation grating would be flush with the sidewalk.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 217 East 8th Street under Alternatives 1, 3, and 4. These alternatives would therefore result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 217 East 8th Street. While there are potential effects/impacts associated with Alternative 2, the analysis performed for this study and summarized below indicates that Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 217 East 8th Street from either construction or operational activities.

Alternative 2 would be below ground in its vicinity, thereby resulting in no permanent visual effects/impacts to 217 East 8th Street. The noise and vibration impact analysis performed for the Project indicates that no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c).

A station entrance would be located approximately 75 feet to the northwest of the property, along the same block. Installation of the ventilation grating adjacent to the property in support of the station construction would not result in an adverse effect to the historic property and/or impact to the historical resource because it would not be located within the property and it would be flush with the sidewalk and would not result in a visual change to the existing urban setting.

The street ROW along East 8th Street between South Main Street and Santee Street would serve as a construction laydown area during construction of the underground South Park/Fashion District Station. An additional laydown area is located to the east, adjacent to the historic property within the Santee Street ROW. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

Alternative 2 would not diminish the integrity of the historic property/historical resources' location, design, setting, materials, workmanship, feeling, and association. Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA for 217 East 8th Street.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no treatment measures are required.

Santee Public Garage/840 South Santee Street, Los Angeles (P-19-173221)

Map Reference No. 4-039

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Santee Public Garage Building is a six-story parking garage featuring characteristics of the Gothic Revival style (Figure 5-34). Constructed in 1926, the building was designed by the architecture firm of Burnett and Dodge and constructed by Pinner Masonry and Construction Company. SurveyLA identified the building as eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for being an excellent example of a 1920s parking structure in Downtown Los Angeles and one of the earliest examples of a parking structure in the city, and under Criteria C/3/3 for its architectural merit, as it features the distinctive characteristics of the Gothic Revival style. In concurrence with SurveyLA, the survey and research conducted for the current study indicate the building remains eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 and C/3/3. The building's period of significance for Criteria A/1/1 is 1926-1960, corresponding with its date of construction and the SurveyLA-defined period of significance for properties under the theme "Car and Car Services, 1910-1960s" in the City of Los Angeles. The property's period of significance for Criteria C/3/3 is 1926, its date of construction.

Figure 5-34. Santee Public Garage, Primary (North) Elevation



Source: Rincon 2020

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the Santee Public Garage Building. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would not require an easement for the construction and operation of the rail tunnel. The entrance for the underground South Park/Fashion District Station would be located roughly 400 feet northwest of the historic property/historical resource, along East 8th Street. Due to the presence of several large

buildings, the station entrance would not be visible from the historic property/historical resource. The underground station would be constructed below East 8th Street, between South Main Street and Santee Street; this segment would also serve as a construction laydown area. The historic property/historical resource is located immediately adjacent to a laydown yard which is proposed at the corner of East 8th and Santee Streets.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 840 South Santee. Under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact on 840 South Santee Street from either construction or operational activities.

Alternative 2 would be below ground in its vicinity. Therefore, no permanent visual effects/impacts would occur. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The entrance for the underground South Park/Fashion District Station would be located approximately 400 feet to the northwest of the property, along East 8th Street. The station entrance would not be visible from the historic property/historical resource. Its presence would therefore introduce no visual change to the existing urban setting.

The street ROW along East 8th Street between South Main Street and Santee Street would serve as a construction laydown area during construction of the underground South Park/Fashion District Station. The historic property/historical resource is additionally located adjacent to a construction laydown area. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Alternative 2 would not diminish the integrity of the historic property/historical resources' location, design, setting, materials, workmanship, feeling, and association. The Project under Alternative 2 would therefore result in a Section 106 finding of no adverse effects to historic properties and a CEQA finding of no impact to historical resources for 840 East Santee Street.

Minimization/Mitigation Measures

The Project would not have an adverse construction or operational effect/impact on this historic property/historical resource and no treatment measures are required.

Textile Center Building/315 East 8th Street, Los Angeles (P-19-173242)

Map Reference No. 4-037

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Textile Center Building is a 12-story industrial loft designed in 1926 by William Douglas Lee and constructed by Lloyd and Casler, Inc. (Figure 5-35). Designed in the Renaissance Revival style with Gothic Revival-style ornamentation, the building was used historically as a garment factory. It is listed in the NRHP (listed in 2010), the CRHR, and designated as City of Los Angeles HCM No. 712. It derives its significance under Criteria B/2/2 for its association with Florence Casler, a pioneering female real estate developer whose offices were located in the building. It is also significant under Criteria C/3/3 as an excellent representative of the Renaissance Revival and Gothic Revival styles as applied to a high-rise industrial building and as the work of Lee, a master architect. Its period of significance opens with the building's completion in 1926 and closes in 1930, the year Casler's career in real estate is believed to have ended. Character-defining features include a tripartite form, horizontal emphasis, arched window bays, brick cladding, and ground-level ornament featuring finials, rosettes, and a fish bladder pattern. Although there have been several storefront modifications, the property's notable architectural elements remain intact. Despite these alterations and the redevelopment of some nearby properties, the subject building retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its original design and historical relationship to Casler.

Figure 5-35. Textile Center Building, South and East Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the Textile Center Building. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The property is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the northwest of the property within the ROW of East 8th Street for construction of the underground South Park/Fashion District Station. The station entrance would be located one block northwest of the historic property. The underground station would be constructed below East 8th Street, between South Main Street and Santee Street; this segment would also serve as a construction laydown area.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 315 East 8th Street under Alternatives 1, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 315 East 8th Street. While there are potential effects/impacts associated with Alternative 2, the analysis prepared for this study and summarized below indicates that the construction and operation of Alternative 2 would result in a Section 106 finding of no effect to historic properties and no impact to historical resources for 315 East 8th Street under CEQA.

Alternative 2 would be below ground in its vicinity; therefore, there would be no permanent visual effects/impacts to 315 East 8th Street. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no effect/impact to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Entrance to the station would be one block to the northwest of the subject property and would not be visible from the property.

Alternative 2 would not require any permanent or temporary easements of the property; however, the property would be located approximately 160 feet southeast of the underground South Park/Fashion District Station. The street ROW along East 8th Street between South Main Street and Santee Street would serve as a construction laydown area during the construction of the underground South Park/Fashion District Station. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Alternative 2 would not diminish the integrity of the historic property/historical resource's location, design, setting, materials, workmanship, feeling, and association. Under Alternative 2, the Project would therefore result in a Section 106 finding of no effect to historic properties and no impact to historical resources under CEQA for 315 East 8th Street.

Minimization/Mitigation Measures

Alternative 2 would result in a finding of no effect to historic properties and no impact to historical resources. No minimization/mitigation measures would be required.

Southern California (SoCal.) Gas Complex/810-830 South Flower Street, Los Angeles (P-19-187004)

Map Reference No. 3-029

Description and Designation Status of Historic Property

The Southern California Gas Complex is located along the Alternative 2 alignment. Constructed in stages between 1925 and 1959, the property consists of four buildings designed in a variety of architectural styles (Figure 5-36). The complex is listed in the NRHP (listed 2004), CRHR, and as City of Los Angeles HCM No. 789 (800 South Flower Street is not listed in the NRHP or CRHR but was later found eligible). It is significant under Criteria A/1/1 for its association with the Southern California Gas Company, a utility company that played an important role in the development of greater Los Angeles. The NRHP nomination form indicates the period of significance for these criteria of 1925-1954. The HCM nomination does not specify an end date for the period of significance, but the period is presumed to include the date of construction of 800 South Flower Street, 1959. The buildings located at 810 and 820 South Flower Street are listed under Criteria C/3/3, both as excellent examples of their respective architectural styles and as works of master architects. The building located at 810 South Flower was designed in the Renaissance Revival Style by Parkinson & Parkinson and 820 South Flower in the Streamline Moderne style by Robert V. Derrah. The building at 800 South Flower Street was not included in the NRHP nomination and is not listed. It was subsequently designated as an HCM and eligible for the NHRP Criterion C/3 as an example of Corporate International-Style architecture and the work of master architect A.C. Martin. The complex's period of significance under Criteria C/3/3 is 1925 to 1941 and 1959, corresponding to the construction dates of the buildings listed or eligible under these criteria.

Its setting is urban and commercial that is densely developed with mid- and high-rise buildings. Immediately adjacent to the complex are two large residential buildings constructed in 2006 and 2014. The resource's surroundings are otherwise comprised of a mix of commercial and residential buildings and parking structures constructed in a variety of architectural styles between the 1920s and the early twenty-first century. Aside from the incorporation of new buildings into the property and the modification of storefronts, the complex has been subject to few notable alterations, and the buildings have generally retained their character-defining features. Designed in the Corporate International Style, 800 South Flower Street features alternating enamel panels and multi-pane windows framed by aluminum strips. The secondary east and west elevations are clad in exposed aggregate panels. The Renaissance Revival-style building at 810 South Flower Street features an H-plan, tripartite form, rusticated cladding, arched ground-level bays, dentil cornices, and friezes with varied decorative motifs. Constructed in the Streamline Moderne style, the building at 820 South Flower Street features such characteristic elements as smooth concrete walls, minimal ornamentation, round-cornered window bays, and a central bay of vertically stacked, aluminum-sash windows. Wall-mounted signage reading "SOUTHERN CALIFORNIA GAS COMPANY" was restored in 2004. The building at 830 South Flower Street was completed with modernistic architectural features including a granite bulkhead, terra-cotta tile cladding, and a cantilevered overhang at the ground level and upper stories characterized by scored concrete walls and regularly spaced, recessed windows. Nearby development has diminished the complex's integrity of setting. However, the property retains key architectural elements and possesses enough integrity of location, design, materials, workmanship, feeling, and association to convey the complex's historical significance.

Figure 5-36. SoCal. Gas Complex, View from the North



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the SoCal Gas Complex. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The nearest aboveground construction activity would occur to the west of the property within the ROW of West 8th Street for the construction of the underground 7th Street/Metro Center Station and entrance. The station entrance would be located directly across the street from the property at 810-830 South Flower Street. The underground station would be constructed below West 8th Street, between South Figueroa Street and South Hope Street. Construction of the station would require the installation of ventilation grating, which would be located adjacent to the property on the sidewalk. The ventilation grating would be flush with the sidewalk.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 810-830 South Flower Street under Alternatives 1, 3, and 4. These alternatives would therefore result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 810-830 South Flower Street. Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, no impact to historical resources for 810-830 South Flower from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of 810-830 South Flower Street, thereby resulting in no permanent visual effects/impacts. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c).

The construction and operation of the rail tunnel would have no adverse effect/impact to the historic property/historical resource because it would be entirely below grade and its addition would not diminish the architectural integrity of the building. The nearest entrance to the station would be directly across the street from the property. However, it would be located inside, on the ground story, of 801 South Flower Street and would not be visible from the property. Installation of the ventilation grating adjacent to the property in support of the station construction would not result in an adverse effect to the historic property and/or impact to the historical resource because it would not be physically located on the property and the grating would be flush with the sidewalk and would not result in a visual change to the existing urban setting.

The street ROW along West 8th Street between South Figueroa Street and Flower Street would serve as a construction laydown area during the construction of the underground 7th Street/Metro Center Station. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction. Alternative 2 would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no minimization/mitigation is required.

Gans Brothers Building/812 South Spring Street, No. 5, Los Angeles

Map Reference No. 3-019

Description and Designation Status of Historic Property

Located in the APE for Alternative 2 at 812 South Spring Street, the Gans Brothers Building is an eight-story commercial building designed in the Classical Revival style (Figure 5-37). Architect George E. Barber designed the building for its original owner, Alexander Meyer. It was completed in 1914 and is named for its original tenant, Gans Brothers Electrical Contractors, who occupied the property until 1923. The building is designated as City of Los Angeles HCM No. 737 under local Criterion 3 as a distinctive example of the Classical Revival style. It is ineligible for listing in the NRHP or CRHR due to numerous alterations. Located in a densely built area in downtown Los Angeles, the property is flanked by early twentieth-century commercial buildings and fronts a parking lot and a commercial building dating from 1993. The narrow building has nearly identical facades facing South Spring and South Main Streets. Alterations include the remodeling of the storefront and replacement of windows throughout the building. Although the building qualifies for designation as an HCM, alterations and nearby redevelopment have diminished the building's integrity of setting, materials, feeling, and association sufficiently that it would not meet significance thresholds for listing in the NRHP and CRHR. The property does, however, retain its integrity of location and design. Characteristic of its style, the building features such classically inspired detailing elements as a tripartite form and dentil cornices.

Figure 5-37. Gans Brothers Building, East Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 804 South Main Street. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historical resource. The property is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the southeast of the property within the ROW of East 8th Street, for the construction of the underground South Park/Fashion District Station. The nearest station entrance would be located across the street from the historic property, within the building at 804 South Main Street. The underground station would be constructed below East 8th Street, between South Main Street and Santee Street; this segment would also serve as a construction laydown area.

Assessment of Impacts

812 South Spring Street is a designated HCM and is not eligible for the NRHP or CRHR; it is considered a historical resource under CEQA due to its listing on the City of Los Angeles HCM. It is not considered a historic property under Section 106 and therefore effects were not analyzed. No project activities would occur in the vicinity of 812 South Spring Street under Alternatives 1, 3, and 4. Therefore, these alternatives would result in a CEQA finding of no impact to historical resources for 812 South Spring Street

Under Alternative 2, the Project would have no impact on 812 South Spring Street from either construction or operational activities. Because Alternative 2 would be below ground in the vicinity of the historical resource, there would be no permanent visual impacts to the historical resource. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no impact to the historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The nearest entrance to the station would be directly across the street from the property, within the first floor of 804 South Main Street; it would not be visible from the property.

Alternative 2 would not require any temporary or permanent easements or displacements. The underground station would be constructed below East 8th Street, between South Main Street and Santee Street; this segment would also serve as a construction laydown area. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternative 2 would not diminish the integrity of the historical resource's location, design, setting, materials, workmanship, feeling, and association. Under Alternative 2, the Project would result in a CEQA finding of no impact on this historical resource.

Minimization/Mitigation Measures

Alternative 2 would have no construction or operational impact on this historical resource. No mitigation is required.

Great Republic Life Building 756 South Spring Street, Los Angeles (P-19-173226)

Map Reference No. 3-015

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, the Great Republic Life Building is a 13-story commercial building constructed in the Beaux-Arts style in 1923 (Figure 5-38). Designed by renowned master architects Albert R. Walker and Percy A. Eisen, the building is eligible for listing in the NRHP and CRHR and is designated as City of Los Angeles HCM No. 957. It is significant under CRHR and local Criteria 1/1 for its association with the early twentieth-century commercial development of downtown Los Angeles and, in particular, the emergence of the city's financial district, centered on Spring Street. Under Criteria C/3/3, it is significant as both an excellent example of the Beaux-Arts style and a significant work of the architecture firm Walker and Eisen. Its period of significance is 1923, the year the building was completed. The section of downtown Los Angeles in which the property is located is home to a mix of commercial and residential uses, with many neighboring buildings of roughly the same age and comparable architectural styles. A notable exception is a contemporary residential high-rise located adjacent to the north of the subject property. The building is highly intact and features several elements characteristic of Beaux-Arts-style architecture, including a tripartite composition, E-shaped plan with light courts, brick and terra-cotta cladding, and terra-cotta relief detailing at the base and capital that includes Ionic and Doric pilasters, Corinthian capitals, dentil cornices above the third and eleventh floors, and an overhanging cornice above the top floor. Although recent development has somewhat diminished the property's integrity of setting, it retains all other aspects of integrity to a high degree and conveys its significant historical associations.

Figure 5-38. Great Republic Life Building, South and East Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 756 South Spring Street. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. The nearest aboveground construction activity would occur to the southeast of the property within the ROW of East 8th Street for the construction of the underground South Park/Fashion District Station. The station entrance would be located across the street from the property, at the southeast corner of Main Street and East 8th Street. The underground station would be constructed below East 8th Street, between Main Street and Santee Street.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 756 South Spring Street under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 756 South Spring Street. Under Alternative 2, the Project would have no adverse effect/impacts to 756 South Spring Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of 756 South Spring Street, thereby resulting in no permanent visual effects/impacts to the historic property/historical resource. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no adverse effect/impact to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The nearest entrance to the station would be across the street from the property, on the southeast corner of Main Street and East 8th; it would not be within the direct view shed of the property.

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect/impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Additionally, the street ROW along East 8th Street between Main Street and Santee Street would serve as a construction laydown area during construction of the underground South Park/Fashion District Station. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Alternative 2 would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, and association. Therefore, under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no mitigation is required.

Hotel Bristol 423 West 8th Street, Los Angeles (P-19-172418)

Map Reference No. 3-008

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2, the Hotel Bristol is a seven-story hotel with ground-level commercial space (Figure 5-39). Constructed in 1906 and designed in the Beaux-Arts style by noted Los Angeles architect Fred R. Dorn, the building was originally called the Woodward Hotel. It is eligible for listing in the CRHR and for designation as a City of Los Angeles HCM under Criteria 1/1 as an excellent reflection of early twentieth-century patterns of commercial development in Los Angeles' commercial core. Under Criteria 3/3, it is significant as an excellent example of Beaux-Arts-style commercial architecture and as the work of Dorn, a noted Los Angeles architect. It is ineligible for the NRHP due to a lack of integrity. Its surroundings are commercial and residential in character and are densely developed with low-, mid-, and high-rise buildings dating from between the early twentieth and early twenty-first century. While several buildings on the block are roughly contemporary with the subject building, like the subject building, many have incurred substantial modifications, especially at the ground level. Further incursions into the property's setting occurred with the construction within the past decade of two sizeable mixed-use developments just northwest of the intersection of West Olive and West 8th Streets. In addition, the subject building was altered with the remodeling of its storefronts with stylistically incompatible materials and designs. The upper floors remain intact, however, leaving in place such character-defining, Beaux-Arts-style features as a tripartite form, second-floor rustication, canted bay windows, pilasters of various styles, arched upper-story window openings, and a broadly overhanging dentil cornice. In addition, a neon-illuminated marquee awning marks the arched central entry. While the building's alterations are sufficient to preclude NRHP eligibility, it has enough integrity of location, design, materials, workmanship, feeling, and association to convey the historical associations that qualify it for local and state designation.

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the Hotel Bristol. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The noise and vibration impact analysis performed for the Project indicates that noise related to underground rail operations would not transmit to surface levels (Metro 2021c). The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel.

Figure 5-39. Hotel Bristol, South Elevation



Source: Rincon 2018

Assessment of Impacts

The property is considered eligible for listing in the CRHR and is locally designated; it is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the property/resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for 423 West 8th Street. Under Alternative 2, the Project would have no impact on 423 West 8th Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historical resource; therefore, there would be no temporary or permanent visual impacts to the historic resource. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for construction and operation of the rail tunnel; however, no impact would occur to the historical resource because the addition of the tunnel would not diminish the architectural integrity of the historical resource. Alternative 2 would not alter any of the characteristics of 423 West 8th Street that qualify it for inclusion in the CRHR or for local designation in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling,

and association. Alternative 2 would result in a CEQA finding of no impact to historical resources for 423 West 8th Street as an individual historical resource.

Minimization/Mitigation Measures

Alternative 2 would have no construction or operational impacts on this historical resource and no mitigation is required.

Hotel Lindley/Golden Gopher/419 ½ West 8th Street, Los Angeles

Map Reference No. 3-009

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2 at 419½ West 8th Street, the Hotel Lindley is a three-story commercial building with vernacular and Italianate-style architectural elements (Figure 5-40). Constructed in 1905, the building is eligible for designation as a City of Los Angeles HCM under local Criterion 1 as the long-term location of the Golden Gopher bar, which is noted for having the longest-running liquor license in Los Angeles. It is also eligible for listing in the CRHR and for local designation under Criteria 3/3 as a rare example of an early twentieth-century, single-resident-occupancy hotel in downtown Los Angeles. Its surroundings are commercial and residential in character and are densely developed with low-, mid-, and high-rise buildings dating from between the early twentieth and early twenty-first century. Several buildings on the block are roughly contemporary with the subject building; however, like the subject building, many have incurred substantial modifications, especially at the ground level. Further disruption of the property's setting occurred with the construction within the past decade of two sizeable mixed-use developments just northwest of the intersection of West Olive and West 8th Streets. While the building's storefront has been subject to numerous alterations, it retains such character-defining features as Italianate-style canted window bays with bracketed cornices and an overall organization into ground-level commercial and upper-story residential spaces. The building has sustained alterations that diminish its integrity and NRHP eligibility; however, it has retained sufficient historic character and fabric to convey the historical significance that qualifies it for local and state designation.

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 419½ West 8th Street. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. Noise related to underground rail operations would not transmit to surface levels. The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel.

Figure 5-40. Hotel Lindley/Golden Gopher, South Elevation



Source: Rincon 2018

Assessment of Impacts

419½ West 8th Street is eligible for listing in the CRHR and is locally designated. It is therefore considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for 419½ West 8th Street. Under Alternative 2, the Project would have no impacts on 419½ West 8th Street, either from construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historical resource and there would therefore be no temporary or permanent visual impacts to the historical resource. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse impact would occur to the historical resource because the addition of the tunnel would not diminish the architectural integrity of the historical resource. Alternative 2 would not alter any of the characteristics of 419½ West 8th

Street that qualify it for inclusion in the CRHR and for local designation in a manner that would diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. The Project would result in a CEQA finding of no impact to historical resources for 419½ West 8th Street.

Minimization/Mitigation Measures

Alternative 2 would have no construction or operational impact on this historical resource and no mitigation is required.

801 South Flower Street, Los Angeles

Map Reference No. 3-004

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2, 801 South Flower Street is a five-story commercial building designed in the Public Works Administration Moderne style by architect Edwin Bergstrom (Figure 5-41). Constructed in 1931, it is eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 3/3 as an example of Public Works Administration Moderne-style commercial architecture in downtown Los Angeles and as the work of Bergstrom, a Los Angeles-based master architect. Its period of significance is 1930, the year it was completed. Its setting is urban and commercial and is densely developed with mid- and high-rise buildings. Many buildings in its vicinity were either constructed or substantially altered in the second half of the twentieth century and exhibit generally modernistic architectural styles markedly different from that of the subject building. Alterations to 801 South Flower Street include extensive remodeling of storefronts and the replacement of all windows. While alterations and nearby redevelopment have compromised the building's integrity of materials and setting, these changes do not detract from its overall appearance or from such character-defining features as its symmetrical facades, board-formed-concrete exterior, heavily massed vertical projections, and low-relief ornamentation with geometric and scroll motifs. Aside from window replacements, the upper stories are intact, and the building retains its integrity of location, design, workmanship, feeling, and association sufficiently to convey its historical significance. While the building is eligible for the CRHR and local designation, its reduced integrity precludes it from eligibility for the NRHP.

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 801 South Flower Street. The project alignment under Alternative 2 would be constructed underground. 801 South Flower would be used to house the south underground station entrance for the 7th Street/Metro Center Station. The station would be located within the building on the first floor. The Project would require a permanent, partial acquisition for the construction and operation of the rail tunnel and the 7th Street/Metro Center Station entrance. Construction of the station would require the installation of ventilation grating, which would be located adjacent to the property on the sidewalk and would be flush with the sidewalk surface.

Figure 5-41. 801 South Flower Street, North Elevation



Source: Rincon 2018

Assessment of Impacts

801 South Flower Street is eligible for the CRHR and for local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for 801 South Flower Street.

Under Alternative 2, the Project would construct a station entrance on the ground floor of the building. As the Project would physically alter the building, there is a potential for a significant impact to occur as a result of the Project. The station entrance would be located in the first floor of 801 South Flower Street, a portion of the building that is already significantly altered and no longer character-defining. Additionally, implementation of CR-6⁵ would ensure that the design of station-related improvements would conform with the SOI Standards, thereby reducing project-related impacts to a less than significant level.

The noise and vibration impact analysis performed for the Project indicates that operational levels for train ground-borne vibration and noise would not exceed FTA impact thresholds in the area of the property. Alternative 2 would require a permanent, partial acquisition for the construction and operation of the 7th Street/Metro Center Station entrance (FTA 2018; Metro

⁵ MM-CR-6 is necessary to ensure compliance with the SOI Standards. While project design may ultimately comply with the SOI Standards were it not required by Minimization/Mitigation Measure CR-6, compliance is not able to be guaranteed at the current design phase. Therefore, CR-6 is required to ensure that particular project elements are designed to comply with the SOI Standards, resulting in impacts of less than significant under CEQA and not adverse under Section 106.

2021c). Ventilation grating installed adjacent to the property in support of station construction would be flush with the sidewalk and would not result in a visual change to the existing urban setting and, therefore, would not adversely impact 801 South Flower Street.

The noise and vibration impact analysis performed for the Project indicates that construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW adjacent to 801 South Flower Street; therefore, there would be no construction-related vibration impacts associated with the Project (FTA 2018; Metro 2021c). While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. The Project would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association; therefore, with the implementation of CR-6, project-related impacts would be less than significant under CEQA.

Minimization/Mitigation Measures

Under Alternative 2, implementation of CR-6 would ensure that the design of the station entrance is in conformance with the SOI Standards, thereby reducing impacts to a less than significant level.

752 South Main Street, Los Angeles

Map Reference No. 3-018

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2 at 752 South Main Street is a four-story, Beaux-Arts-style hotel building (Figure 5-42). It was constructed in 1913 as the Hotel Huntington. The building was completed during a boom period in downtown hotel construction that accompanied the wider growth of the city's commercial core in the early twentieth century. It is eligible for listing in the CRHR and as a City of Los Angeles HCM. It is significant under Criteria 1/1 for its association with early patterns of commercial development in Los Angeles' central business district. Its period of significance under these criteria is 1913 to 1930, spanning the building's completion through the end of the Los Angeles hotel construction boom. Under Criteria 3/3, it is eligible as a representative example of an early twentieth-century hotel with a period of significance of 1913, its date of construction. It is ineligible for the NRHP due to integrity considerations. Located in a commercial and residential area in downtown Los Angeles, its setting is densely developed with low-, mid-, and high-rise buildings dating from between the early twentieth and twenty-first centuries. Notably, a contemporary residential high-rise is situated directly northwest of the subject building. Although 752 South Main Street was subject to wholesale replacement of original windows and extensive modifications to the ground-story storefronts, it retains such character-defining features as an E-shaped plan, tripartite form, quoins, and an overhanging bracketed cornice. Alterations and nearby redevelopment have somewhat diminished the property's integrity of materials and setting, respectively. However, the building still has key architectural elements and possesses enough integrity of location, design, workmanship, feeling, and association to convey the historical significance that qualifies it for designation at the state and local levels.

Figure 5-42. 752 South Main Street, South and West Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 752 South Main Street. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historical resource property. The property is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the southeast of the property within the ROW of East 8th Street for the construction of the underground South Park/Fashion District Station. The station entrance would be located across the street from the property, at the southeast corner of Main Street and East 8th Street. The underground station would be constructed below East 8th Street, between Main Street and Santee Street. Construction of the station would require the installation of ventilation grating, which would be located adjacent to the property on the sidewalk. The ventilation grating would be flush with the sidewalk.

Assessment of Impacts

The property is considered eligible for listing in the CRHR and local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in no impact to historical resources for 752 South Main Street. Under Alternative 2, the Project would have no impact to 752 South Main Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historical resource; therefore, no permanent visual impacts would occur. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no impact to the historical resource because the

addition of the tunnel would not diminish the architectural integrity of the building. The nearest entrance to the station would be across the street from the property, on the southeast corner of Main Street and East 8th; it would not be within the direct view shed of the property. Installation of the ventilation grating adjacent to the property in support of the station construction would not result in an impact to the historical resource, as the grating would be flush with the sidewalk and would not result in a visual change to the existing urban setting.

Alternative 2 would not require any displacements or easements for the construction and operation of the rail tunnel; however, the street ROW along East 8th Street between Main Street and Santee Street would serve as a construction laydown area during construction of the underground South Park/Fashion District Station. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternative 2 would not diminish the integrity of the historical resource's location, design, setting, materials, workmanship, feeling, and association; therefore, Alternative 2 would result in a CEQA finding of no impact to historical resources for 752 South Main Street.

Minimization/Mitigation Measures

Alternative 2 would not have construction or operational impacts on this historical resource. No mitigation measures are required.

801 South Los Angeles Street, Los Angeles

Map Reference No. 3-021

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2, at 801 South Los Angeles Street, is a nine-story, industrial loft building (Figure 5-43). It was constructed in 1923 as a warehouse and offices for the McComas Dry Goods Company, a seller of knit items and dry goods. The vernacular building is detailed with Beaux-Arts-style ornamental features. It is eligible for listing in the CRHR and as a City of Los Angeles HCM. It is significant under Criteria 1/1 for its association with the development of the garment industry in downtown Los Angeles. Its period of significance for these criteria is 1923 to 1980, key years for the local garment industry. Under Criteria 3/3 it is significant as a good example of an industrial loft built as a garment factory. Its period of significance is 1923, the year it was constructed. Due to integrity considerations, the building is not eligible for listing in the NRHP. Its setting is urban, characterized by mixed uses and buildings of varying styles, heights, and scales. While most properties in the vicinity of 801 South Los Angeles Street are of a comparable age, many have been subject to exterior alterations that changed their appearance. The subject building has also incurred visible alterations, including the replacement of several windows, remodeling of storefronts, and removal of a cornice. Together, the aforementioned alterations have diminished somewhat the property's integrity of setting and materials and, to a lesser extent, its integrity of design. However, several character-defining features of the industrial loft building type remain in place, including a vertical emphasis, rectangular massing, and regular window bays. As such, the building has enough integrity of location, design, workmanship, feeling, and association to convey the significant historical links that qualify it for designation at the state and local levels.

Figure 5-43. 801 South Los Angeles Street, Primary (South and East) Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 801 South Los Angeles Street. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historical resource. The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel. The nearest aboveground construction activity would occur to the north of the property within the ROW of East 8th Street for construction of the underground South Park/Fashion District Station. The nearest station entrance would be located to the west of the property, at the southeast corner of Main Street and East 8th Street. A second station would be located across the street from the property, at 772 South Los Angeles Street. The underground station would be constructed below East 8th Street, between Main Street and Santee Street.

Assessment of Impacts

The property is considered eligible for listing in the CRHR and local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for 801 South Los Angeles Avenue. Under Alternative 2, the Project would also result in a CEQA finding of no impact to historical resources for 801 South Los Angeles Street from either construction or operational activities.

Because Alternative 2 would be below ground in the vicinity of the historical resource, there would be no permanent visual effects to the property. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no impact to the historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The station entrances would be to the north and west of the property; neither would not be within the direct view shed of the property.

Alternative 2 would require a permanent, partial underground easement for construction and operation of the rail tunnel; however, no impact would occur to the historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The nearest aboveground construction activity would occur to the north of the property within the ROW of East 8th Street for construction of the underground South Park/Fashion District Station. The street ROW along East 8th Street between Main Street and Santee Street would serve as a construction laydown area during construction of the underground South Park/Fashion District Station. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternative 2 would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association; therefore, Alternative 2 would result in a CEQA finding of no impact to historical resources for 801 South Los Angeles Street.

Minimization/Mitigation Measures

Alternative 2 would not have a construction or operational impact on this historical resource. No mitigation measures are required.

809 South Los Angeles Street, Los Angeles

Map Reference No. 3-022

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2 at 809 South Los Angeles Street, this three-story, Beaux-Arts-style commercial building was constructed in 1919 by architect Richard D. King (Figure 5-44). It originally served as a warehouse and retail store for the Columbia Phonograph Company. The building is eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 3/3 as a representative example of Beaux-Arts commercial architecture in downtown Los Angeles. Its period of significance is 1919, the year it was completed. Its setting is urban, characterized by mixed uses and buildings constructed in varying styles, heights, and scales. While most properties in the vicinity of 809 South Los Angeles Street are within the same period of construction of the subject property, many have been subject to exterior alterations that markedly changed their appearance. Alterations to the subject building include the modification of storefronts, door and window replacements, and installation of a large corrugated metal panel above the first floor. Due to these changes to the building and its surroundings, the property's integrity of setting and materials are somewhat diminished. However, because the commercial sign and canvas awning are presumed to be superficial, reversible alterations, they are not considered a serious detriment to the building's integrity. In addition, despite some permanent alterations, many character-defining features remain in place, including smooth stone veneer cladding, a dentil cornice, and low-relief medallions. As a result, the property has sufficient integrity of location, design, workmanship, feeling, and association to convey its historical significance.

Figure 5-44. 809 South Los Angeles Street, East Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 809 South Los Angeles Street. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historical resource. The property is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the north of the property within the ROW of East 8th Street for the construction of the underground South Park/Fashion District Station. The nearest station entrance would be located to the west of the property at the southeast corner of Main Street and East 8th Street. A second station would be located across the street to the northeast of the property at 772 South Los Angeles Street. The underground station would be constructed below East 8th Street, between Main Street and Santee Street.

Assessment of Impacts

The property is considered eligible for listing in the CRHR and local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for 809 South Los Angeles Street. Under Alternative 2, the Project would also result in a CEQA finding of no impact to historical resources for 809 South Los Angeles Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historical resource; therefore, there would be no permanent visual impacts to the property. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would result in no impact to the historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The station entrances would be to the north and west of the property; neither would not be within the direct view shed of the property.

The property is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the north of the property within the ROW of East 8th Street for construction of the underground South Park/Fashion District Station. The street ROW along East 8th Street between Main and Santee Streets would serve as a construction laydown area during construction of the underground South Park/Fashion District Station. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternative 2 would not diminish the integrity of the resource's location, design, setting, materials, workmanship, feeling, and association; therefore, Alternative 2 would result in a CEQA finding of no impact to historical resources for 809 South Los Angeles Street.

Minimization/Mitigation Measures

Alternative 2 would not have any construction or operational impacts on this historical resource and no mitigation measures are required.

801 South Spring Street, Los Angeles

Map Reference No. 3-014

Description and Designation Status of Historic Property

Located in the APE for Alternative 2 is 801 South Spring Street, an 11-story Beaux-Arts-style commercial building (Figure 5-45). It was constructed in 1922 by noted Los Angeles architect Loy L. Smith. Completed during a boom in commercial construction in downtown Los Angeles, it is named for Lane Mortgage Company, one of the building's first major tenants. It is eligible for listing in the NRHP, CRHR, and for designation as a City of Los Angeles HCM under Criteria C/3/3 as an excellent example of the Beaux-Arts commercial architecture in downtown Los Angeles and as a work by Smith. Its period of significance is 1922, the year it was constructed. The property is located in a densely built commercial and residential area in the city's historic commercial core. While a handful of buildings in the immediate vicinity are comparable in age, style, and scale, there are also notable intrusions into the setting, including a paved surface parking lot adjacent to the south and two contemporary residential high-rises just to the north along South Spring Street. However, except for storefront modifications, the building itself is highly intact, displaying such character-defining Beaux-Arts features as a tripartite form, imitation masonry base cladding, and simple cornices demarcating the building's base, shaft, and capital. While the building's integrity of setting is compromised with recent development, it still has a high degree integrity in all other aspects and continues to convey its historical significance.

Figure 5-45. 801 South Spring Street, Primary (North and East) Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 801 South Spring Street. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA a finding of no impact to historical resources for 801 South Spring. Under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 801 South Spring Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the property, thereby resulting in no temporary or permanent visual effects to the historic property/historical resource. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c). The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel; however, no effect/impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 801 South Spring Street that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources for 801 South Spring Street.

Minimization/Mitigation Measures

Alternative 2 would result in a finding of no adverse effect to historic properties/no impact on this individual historical resource and no minimization/mitigation measures are required.

National City Bank Building/810 South Spring Street, Los Angeles (P-19-173227)

Map Reference No. 3-017

Description and Designation Status of Historic Property

The National City Bank Building is located in the APE for Alternative 2. Completed in 1924, it is a 12-story commercial building designed in the Renaissance Revival style by the renowned architectural partnership Walker and Eisen and constructed by the Edwards, Widey and Dixon Company (Figure 5-46). It is eligible for listing in the NRHP and CRHR and is designated as City of Los Angeles HCM No. 871 under Criteria C/3/3 as an excellent example of a Renaissance Revival-style commercial building in downtown Los Angeles and a work of the noted architectural firm Walker and Eisen. The property is located in a densely built commercial and residential area in the city's historic commercial core. While a handful of buildings in the immediate vicinity are comparable in age, style, and scale, there are also notable intrusions into the setting, including two contemporary residential high-rises located just to the north, along South Spring Street. Aside from modifications to the ground level, the building is highly intact and retains a high level of integrity of location, design, materials, feeling, and association. Character-defining features contributing to the building's historical significance include brick and terra-cotta cladding, a rusticated base, arched first-floor door and window apertures, Corinthian columns framing the bays in the capital, and a dentiled, bracketed cornice above the top floor.

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 810 South Spring Street. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels (Metro 2021c). The nearest aboveground construction activity would occur to the east of the property within the ROW of East 8th Street for the construction of the underground South Park/Fashion District Station. The nearest station entrance would be located across the street to the east of the property, at the southeast corner of Main Street and East 8th Street. The underground station would be constructed below East 8th Street, between Main Street and Santee Street.

Figure 5-46. National City Bank Building, Primary (North and West) Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of 810 South Spring Street under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 810 South Spring Street. Under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 810 South Spring Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historic property/historical resource and no permanent visual effects/impacts would occur. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no adverse effect/impact to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The station entrances would be to the north and east of the property; neither would be within the direct view shed of the property.

Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no adverse effect/impact would occur to the historic

property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. The nearest aboveground construction activity would occur to the east of the property within the ROW of East 8th Street for construction of the underground South Park/Fashion District Station. The street ROW along East 8th Street between Main Street and Santee Street would serve as a construction laydown area during the construction of the underground South Park/Fashion District Station. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Alternative 2 would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, and association. Therefore, under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA for 810 South Spring Street.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource. No minimization/mitigation measures are required.

General Petroleum Corporation Parking Garage/757 South Flower Street, Los Angeles

Map Reference No. 3-002

Description and Designation Status of Historic Property

Located in the APE for Alternative 2 at 757 South Flower Street is the General Petroleum Corporation Parking Garage (Figure 5-47). It was designed by Walter Wurdeman & Welton Becket in 1949. It was completed for the company in order to satisfy a recent City of Los Angeles ordinance that required new commercial buildings to provide off-street parking. The property is eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its association with the post-World War II rise of automobile travel and under Criteria C/3/3 as an innovative and intact example of the parking garage property type. Its period of significance is 1949, the year of its construction. Sited in its original location in a portion of downtown Los Angeles that was relatively urbanized at the time of its construction, the property retains integrity of location, setting, feeling, and association. The building retains a high degree of historic fabric, evidenced by the presence of original construction materials and intact Streamline Moderne architectural detailing. Its site layout and corkscrew configuration are also original to its design. The property therefore retains integrity of design, materials, and workmanship. Character-defining features of the property include those that define the building as Streamline Moderne in style, including rounded corners, smooth stucco cladding, horizontal emphasis, and minimally adorned surfaces. In addition, its interior configuration and site layout are essential elements that convey the property's function as a parking garage.

Figure 5-47. General Petroleum Corporation Parking Garage, South and East Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 757 South Flower Street. The project alignment under Alternative 2 would be constructed underground. The property is not subject to any temporary or permanent easements or displacement; however, it would be located directly adjacent to the underground 7th Street/Metro Center Station and the two station entrances. The underground 7th Street/Metro Center Station would be located to the south of the historic property, within the West 8th Street ROW, between South Figueroa Street and South Hope Street. The northern underground station access would be located within an adjacent parking lot, directly to the west of the historic property. Station construction would require the installation of ventilation grating, which would be located adjacent to the property on the sidewalk and would be flush with the sidewalk. In addition to housing the station entrance, the property immediately west of 757 South Flower Street would be used as a construction laydown area. The southern underground station access would be located across West 8th Street on the first floor of the building at 801 South Flower Street (Map Reference No. 3-004).

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 757 South Flower under Alternatives 1, 3, and 4; therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 757 South Flower Street. Under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and under CEQA no impact to historical resources for 757 South Flower Street from either construction or operational activities.

The project alignment under Alternative 2 would be constructed underground; therefore, there would be no temporary or permanent visual effects to the historic property. The property is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the west, and south of the property. Directly adjacent (west) would be a temporary construction laydown area and the permanent entrance for the 7th Street/Metro Center Station. To the south of the property would be the 7th Street/Metro Center Station, which would be constructed within the West 8th Street ROW between South Figueroa Street and South Hope Street. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Installation of the ventilation grating adjacent to the property in support of the station construction would not result in an adverse effect to the historic property and/or impact to the historical resource, as the grating would be flush with the sidewalk and would not result in a visual change to the existing urban setting.

The noise and vibration impact analysis performed for the Project indicates noise related to underground rail operations would not transmit to surface levels; therefore, no potential noise effects/impacts would be associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and, therefore, would not result in damage to the property. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would not alter any of the characteristics of 757 South Flower Street that qualify it for inclusion in the NRHP, the CRHR, or as a City of Los Angeles HCM in a manner that would diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. Under Alternative 2, the Project would result in a Section 106 finding of no adverse effect and a CEQA finding of no impact to historical resources.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no minimization/mitigation measures would be required.

Olympic Theater/313 West 8th Street, Los Angeles

Map Reference No. 3-013

Description and Designation Status of Historic Property

Located in the APE for Alternative 2 at 313 West 8th Street in Los Angeles, the Olympic Theater is a two-story former movie theater designed in the Renaissance Revival style (Figure 5-48). Constructed in 1917 as a cafe and converted to a theater in 1927, it remained in continuous operation as a theater from 1927 to 1986. Its period of significance is ca. 1920s. The property is eligible for listing in the NRHP, CRHR, and local historic designation under Criteria A/1/1 for its association with the historical development of the entertainment industry in Los Angeles. Although its ground story has been modified, the building displays an elaborate design characteristic of period theaters in Los Angeles. Its character-defining features include abundant decorative elements and the arched colonnaded window openings that line its second story. Although its integrity of design, materials, and workmanship have been diminished, its integrity of location, feeling, setting, and association remain highly intact and, overall, the buildings retains sufficient integrity to convey its significance.

Figure 5-48. The Olympic Theater, Primary (South) Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 313 West 8th Street. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 313 West 8th Street. Under Alternative 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA for 313 West 8th Street from either construction or operational activities.

Alternative 2 would be below ground in its vicinity; therefore, no temporary or permanent visual effects/impacts to the historic property/historical resource would occur. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for construction and operation of the rail tunnel; however, no adverse effect/impact would occur to the historic property because the addition of the tunnel would not diminish the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 313 West 8th Street that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, for 313 West 8th Street, Alternative 2 would result in a finding of no adverse effect to historic properties under Section 106 and no impact to historical resources under CEQA.

Minimization/Mitigation Measures

Alternative 2 would result in a finding of no adverse effect to historic properties/no impact on this individual historic property/historical resource and no minimization/mitigation measures are required.

Commercial Exchange Building/416 West 8th Street, Los Angeles (P-19-173243)

Map Reference No. 3-010

Description and Designation Status of Historic Property

Located in the APE for Alternative 2 at 416 West 8th Street in Los Angeles, the Commercial Exchange Building is a 12-story Beaux-Arts-style commercial building designed by the prominent Los Angeles-based firm Walker and Eisen and constructed in 1923-24 (Figure 5-49). The property is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 as an excellent and intact example of the Beaux-Arts style applied to a commercial property in downtown Los Angeles. Its period of significance is 1924, the date of its completion. The property's character-defining features include those that define the building's architectural style, including its tripartite form, use of brick, integration of terra-cotta decorative elements, and its linteled openings. Although an original portion of the building was removed and another section moved to accommodate a street widening project in 1935, it retains a high degree of historic integrity. Its setting has been somewhat compromised by the construction of contemporary buildings. Despite 1935 modifications, the building remains an excellent example of the Beaux-Arts style due in part to its retention of historic materials and workmanship.

Figure 5-49. Commercial Exchange Building, Primary (North and West) Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 416 West 8th Street. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The Project would require a permanent, partial underground easement for construction and operation of the rail tunnel. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and for the purposes of CEQA, a finding of no impact to historical resources for 416 West 8th Street. Alternative 2 would also result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 416 West 8th Street from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of 416 West 8th Street; therefore, no temporary or permanent visual effects/impacts would occur. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would require a permanent, partial underground easement for construction and operation of the rail tunnel; however, no adverse effect/impact would occur to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the building. Alternative 2 would not alter any of the characteristics of 416 West 8th Street that qualify it for inclusion in the NRHP, CRHR, or as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources for 416 West 8th Street.

Minimization/Mitigation Measures

Alternative 2 would result in a finding of no adverse effect to historic properties/no impact on this individual historical resource and no treatment measures are required.

The Walter Building & Dairy Supply Building/508 East 8th Street, Los Angeles

Map Reference No. 4-007

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, 508 East 8th Street includes two multi-story industrial loft buildings, the Walter Building and the Dairy Supply Building (Figure 5-50). The property is eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria C/3/3 as an excellent example of the industrial loft property type in downtown Los Angeles. The period of significance for the property is 1924 to 1929, which spans its initial construction and the addition of the two top floors of the Walter Building. The Walter and Dairy Supply Buildings retain their original location and their relationship to one another. The property retains integrity of location, setting, feeling, and association.

Although somewhat diminished, the property also retains integrity of design, materials, workmanship. Evidenced in their massing and characteristic of the industrial loft property type, the Walter and Dairy Supply Buildings were designed to maximize floorspace for factory use. While modifications include the addition of two stories to the Walter Building in addition to various small-scale alterations, the property's significance is sufficiently conveyed through the extant character-defining features. These include the rectangular massing, vertical emphasis, and bands of steel-framed window sash displayed by both buildings.

Figure 5-50. The Walter Building, Primary (North and West) Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 508 East 8th Street. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of 508 East 8th Street under Alternatives 1, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 508 East 8th Street. While there are potential effects/impacts associated with Alternative 2, the analysis prepared for this study and presented below indicates that the construction and operation of Alternative 2 would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for 508 East 8th Street.

Alternative 2 would be below ground in its vicinity; therefore, there would be no temporary or permanent visual effects/impact to 508 East 8th Street as a result of Alternative 2. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/effects associated with Alternative 2 (FTA 2018; Metro 2021c).

Alternative 2 would not alter any of the characteristics of 508 East 8th Street that qualify it for inclusion in the NRHP, CRHR, or for listing as an HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 508 East 8th Street.

Minimization/Mitigation Measures

Alternative 2 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources. No minimization/mitigation measures are required.

Air Raid Siren No. 5/West 8th & Hope Streets, Los Angeles

Map Reference No. 3-006

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, Air Raid Siren No. 5 is a civil defense siren located at the southeast corner of West 8th and South Hope Streets in Downtown Los Angeles (Figure 5-51). The siren was installed during the Cold War and was intended to issue a warning call in the event of a Soviet attack. Erected ca. 1956, it is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for its association with Los Angeles' Cold War-era civil defense warning system. Its period of significance under these criteria is ca. 1956 to 1985, its years of operation. Under Criteria C/3/3, the siren is eligible as an excellent and intact example of a "wire spool"-style siren, with a period of significance of ca. 1956. Character-defining features include its 30-foot metal pole, metal pole steps, Federal Model SD-10 two-tone siren, and cylindrical, conical-top protective housing. The subject resource's setting is urban and characterized by dense commercial development dating from the mid-twentieth century and later. It has been subject to no visible alterations. Although the resource's immediate setting has been somewhat disturbed by the recent construction of a residential high-rise, the siren retains its integrity of location, design, materials, workmanship, feeling, and association.

Figure 5-51. Air Raid Siren No. 5, View from the Southwest



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of Air Raid Siren No. 5. The project alignment under Alternative 2 would be constructed underground. The property is not subject to any temporary or permanent easements or displacement. However, it would be located directly adjacent to the underground 7th Street/Metro Center Station and laydown area. The underground 7th Street/Metro Center Station would be located to the west of the air raid siren, within the West 8th Street ROW, between South Figueroa and South Hope Streets.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of Air Raid Siren No. 5 under Alternatives 1, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 5. While Alternative 2 has the potential to affect/impact Air Raid Siren No. 5, the analysis prepared for this study and presented below indicates that the construction and operation of Alternative 2 would also result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 5.

Alternative 2 would be constructed underground in the vicinity of Air Raid Siren No. 5, thereby resulting in no temporary or permanent visual effects/impacts. The property/resource is not subject to any temporary or permanent easements or displacement. The nearest aboveground construction activity would occur to the west of the property and would include the temporary construction/laydown area for the 7th Street/Metro Center Station, located within the West 8th Street ROW between South Figueroa Street and South Hope Street. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

The noise and vibration impact analysis performed for the Project indicates that noise related to underground rail operations would not transmit to surface levels; therefore, no potential noise effects/impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and, therefore, would not result in damage to the property. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would not alter any of the characteristics of Air Raid Siren No. 5 that qualify it for inclusion in the NRHP, the CRHR, or as a City of Los Angeles HCM in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternative 2 would therefore result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for Air Raid Siren No. 5.

Minimization/Mitigation Measures

Alternative 2 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources. No minimization/mitigation measures would be required.

Air Raid Siren No. 10/South Los Angeles & West 8th Street, Los Angeles

Map Reference No. 4-001

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, Air Raid Siren No. 10 is a Federal Model SD-10, “wire spool”-type siren located at the southeast corner of West 8th and South Los Angeles Streets in downtown Los Angeles (Figure 5-52). The siren was installed during the Cold War and was intended to issue a warning call in the event of a Soviet attack. Erected ca. 1956, it is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for its association with Los Angeles’ Cold War-era civil defense warning system. Its period of significance under these criteria is ca. 1956 to 1985, its years of operation. Under Criteria C/3/3, the siren is eligible as an excellent and intact example of a “wire spool”-style siren, with a period of significance of ca. 1956. Character-defining features include its 30-foot metal pole, metal pole steps, Federal Model SD-10 two-tone siren, and cylindrical, conical-top protective housing. The subject resource’s surroundings are urban and characterized by dense commercial and industrial development dating primarily from the first half of the twentieth century. However, it is immediately adjacent to a building dating from 2005, which has diminished its integrity of setting. It has been subject to no visible alterations and retains its integrity of location, design, materials, workmanship, feeling, and association.

Figure 5-52. Air Raid Siren No. 10, View from the Northeast



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of Air Raid Siren No. 10. The project alignment within Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed within the vicinity of the historic property/historical resource. The project would require a temporary construction easement for a laydown area for construction of the South Park/Fashion District Station. The station entrance would be located one block northwest of the historic property. The underground station would be constructed below East 8th Street, between South Main Street and Santee Street, directly to the north of the air raid siren. Construction of the station would require the installation of ventilation grating, which would be located adjacent to the air raid siren on the sidewalk. The ventilation grating would be flush with the sidewalk.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 1, 3, and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for Air Raid Siren No. 10. Alternative 2 would also result in a Section 106 finding of no adverse effect to historic properties and a no impacts to historical resources finding under CEQA for Air Raid Siren No. 10 from either construction or operation.

Air Raid Siren No. 10 is located along the alignment of Alternative 2, at the corner of West 8th Street and South Los Angeles Street. The project alignment in this area would be constructed underground; therefore, there would be no temporary or permanent visual effects/impacts to the historic property/historical resource. Installation of ventilation grating adjacent to the air raid siren in support of station construction would not result in an adverse effect to the historic property and/or impact to the historical resource, as the grating would be flush with the sidewalk and would not result in a visual change to the existing urban setting. The noise and vibration impact analysis performed for the Project indicates that there are no potential noise effects associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings (FTA 2018; Metro 2021c). The construction and operation of the rail tunnel would have no adverse effect/impact to the historic property/historical resource because the addition of the tunnel would not diminish the architectural integrity of the siren.

Alternative 2 would not require a temporary construction easement for construction of the underground South Park/Fashion District Station. The street ROW along East 8th Street between South Main Street and Santee Street would serve as a construction laydown area during construction of the station. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

The Project under Alternative 2 would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, and association. Therefore, it would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 10.

Minimization/Mitigation Measures

Alternative 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource. No minimization/mitigation measures are required.

Air Raid Siren No. 65/Wilde Street & Central Avenue, Los Angeles

Map Reference No. 2-015

Description and Designation Status of Historic Property

Located in the APE for Alternative 2, Air Raid Siren No. 65 is a Federal Model SD-10 siren located on the sidewalk along Wilde Street between Central Avenue and Kohler Street (Figure 5-53). Erected ca. 1956, the Cold War-era siren was intended to issue a warning call in the event of a Soviet attack. It is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for its association with Los Angeles' Cold War-era civil defense warning system. Its period of significance under these criteria is ca. 1956 to 1985, its years of operation. Under Criteria C/3/3, the siren is eligible as an excellent and intact example of a "wire spool"-style siren, with a period of significance of ca. 1956. Character-defining features include its 30-foot metal pole, metal pole steps, Federal Model SD-10 two-tone siren, and cylindrical, conical-top protective housing. The subject resource's setting is urban and characterized by low-rise industrial development dating from the mid-twentieth century. The siren has been subject to no visible alterations and retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

Figure 5-53. Air Raid Siren No. 65, View from the North



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of Air Raid Siren No. 65. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historic property/historical resource. The property is not subject to any temporary or permanent easements or displacement. Noise related to underground rail operations would not transmit to surface levels.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of Air Raid Siren No. 65 under Alternatives 1, 3, and 4. Therefore, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 65. While Alternative 2 has the potential to affect/impact Air Raid Siren No. 65, the analysis prepared for this study and presented below indicates that the construction and operation of Alternative 2 would also result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 65.

Alternative 2 would be below ground in the vicinity of Air Raid Siren No. 65. Therefore, Alternative 2 would result in no temporary or permanent visual effects/impacts to Air Raid Siren No. 65. The noise and vibration impact analysis performed for the Project indicates no potential noise effects/impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historic properties/historical resources outside of the ROW; therefore, there would be no construction-related vibration effects/impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would not alter any of the characteristics of Air Raid Siren No. 65 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. Therefore, Alternative 2 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources.

Minimization/Mitigation Measures

Alternative 2 would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for Air Raid Siren No. 60. No minimization/mitigation measures would be required.

740-746 Towne Avenue, Los Angeles

Map Reference No. 4-021

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2 at 740 and 746 Towne Avenue are two industrial buildings, constructed in 1929 and 1971 on adjacent parcels, that historically functioned as the nut roasting and wholesale business, Gust Picoulas & Co. (Figure 5-54). The property is eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 1/1 as the long-term location of a business important to the commercial identity of downtown Los Angeles and as a rare surviving example of a commercial establishment linked to the early Greek American community of Los Angeles. The property's period of significance spans 1929, the year it appears to have been established, to 1996, when its ownership left the Picoulas family. Both extant buildings contribute to the property's historical significance. Sited in their original location, the buildings retain integrity of location. While 740 Towne Avenue has incurred modifications to its original design, the building and property overall retains sufficient integrity of design, workmanship, and materials to convey its significance. Located on a corner and surrounded primarily with period buildings, the property additionally retains integrity of setting and feeling. Character-defining features of the property include the form of both buildings, which convey their historic function, in addition to the historic-era signage extant throughout. Although eligible for local and state designation, the subject property is ineligible for listing in the NRHP under any significance criteria.

Figure 5-54. 740-746 Towne Avenue; Southern Building, Primary (West) and South Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of 740 and 746 Towne Avenue. The project alignment under Alternative 2 would be constructed underground; no aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the historical resource. Noise related to underground rail operations would not transmit to surface levels. The Project would require a permanent, partial underground easement for the construction and operation of the rail tunnel.

Assessment of Impacts

The property is eligible for local and state designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in no impact to historical resources for 740 and 746 Towne Avenue. Under Alternative 2, the Project would have no impact on 740 and 746 Towne Avenue either from construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historical resource, thereby resulting in no temporary or permanent visual impacts to the historical resource. Alternative 2 would require a permanent, partial underground easement for the construction and operation of the rail tunnel; however, no impact would occur because the addition of the tunnel would not diminish the architectural integrity of this historical resource. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground. Construction vibration levels are not expected to exceed the vibration thresholds established for historical resources outside of the ROW; therefore, there would be no construction-related vibration impacts associated with the Project (FTA 2018; Metro 2021c).

Alternative 2 would not alter any of the characteristics of 740 and 746 Towne Avenue that qualify it for inclusion as a City of Los Angeles HCM or for listing in the CRHR in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The Project, therefore, would result in a CEQA finding of no impact to historical resources for 740 and 746 Towne Avenue.

Minimization/Mitigation Measures

Alternative 2 would not have a construction or operational impact on this historical resource. No mitigation measures are required.

South Hope Street Streetlights/South Hope Street at West 8th Street, Los Angeles

Map Reference No. 3-007

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2, the South Hope Street Streetlights are a grouping of UM-1906-type ornamental light fixtures that line both sides of South Hope Street between 8th Street and Venice Boulevard in downtown Los Angeles (Figure 5-55). Erected in the mid-1920s, the UM-1906 was the most common variation of dual upright electrolier lamp, and hundreds of lights of this type were installed in the 1920s on the major downtown thoroughfares of Los Angeles. The streetlights are eligible for designation as a City of Los Angeles HCM, but do not appear to meet the threshold of significance for listing in the NRHP or CRHR. They are significant under Criterion 1 in the context of public infrastructure and services and under Criterion 3 as a cohesive concentration of their type. The streetlights' period of significance is the 1920s, corresponding to original period of installation and use. The current study surveyed a segment of the streetlights located near the intersection of South Hope and West 8th Streets, an area characterized by dense urban development dating from the mid-twentieth century and afterward. Character-defining features include an approximately 20-foot-tall fluted iron pole and a dual upright configuration consisting of lamps that were modeled on torches and that feature iron shafts and finials and almond-shaped globes. Some streetlights within this concentration are presumed to be replicas, although those identified for the present study were not determined to be such. Although development in the area and changes to the surrounding streetscape have diminished the streetlight segment's integrity of setting, it appears to be otherwise unaltered and possesses enough integrity of location, design, materials, workmanship, feeling, and association to convey its historical significance.

Figure 5-55. South Hope Street Streetlights, East side of Hope Street, South-Facing



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the South Hope Street Streetlights. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the resource. Noise related to underground rail operations would not transmit to surface levels. The property is not subject to any temporary or permanent easements or displacement. A potential laydown area is proposed within the West 8th Street ROW, between South Flower Street and South Hope Street.

Assessment of Impacts

The property is eligible only for local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for the South Hope Street Streetlights. Under Alternative 2, the Project would also result in a CEQA finding of no impact to historical resources for the South Hope Street Streetlights from either construction or operational activities.

The Project would be below ground in the vicinity of the historical resource; therefore, there would be no permanent visual impacts to the South Hope Street Streetlights. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings and construction-related noise would be limited to tunnel construction, which would not be audible aboveground (FTA 2018; Metro 2021c).

The street ROW along West 8th Street between South Flower Street and South Hope Street would serve as a construction laydown area. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the South Hope Street Streetlights historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternative 2 would not diminish the integrity of the historical resource's location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternative 2 would result in a CEQA finding of no impact to historical resources for the South Hope Street Streetlights.

Minimization/Mitigation Measures

Alternative 2 would have no construction or operational impact on this historical resource and no mitigation measures are required.

South Main Street Streetlights, Los Angeles

Map Reference No. 3-016

Description and Designation Status of Historical Resource

Located in the APE for Alternative 2, the South Hope Street Streetlights are a grouping of UM-1906-type ornamental light fixtures lining Main Street between Aliso and 8th Street in downtown Los Angeles (Figure 5-56). Erected in the mid-1920s, the UM-1906 was the most common variation of dual upright electrolier lamp, and hundreds of lights of this type were installed in the 1920s on the major downtown thoroughfares of Los Angeles. The streetlights are eligible for designation as a City of Los Angeles HCM, but do not appear to meet the threshold of significance for listing in the NRHP or CRHR. They are significant under Criterion 1 in the context of public infrastructure and services and under Criterion 3 as a cohesive concentration of their type. The period of significance is the 1920s, when the lamps were first installed. The current study surveyed a segment of the streetlights along Main Street, just north of East 8th Street. The area is urban and characterized by a dense mix of commercial and residential properties. While most nearby buildings date from the early twentieth century, a contemporary high-rise is situated on the west side of Main Street. Character-defining features include an approximately 20-foot-tall fluted iron pole and a dual upright configuration consisting of lamps that were modeled on torches and that feature iron shafts and finials and almond-shaped globes. Some streetlights within this concentration are presumed to be replicas, although those identified for the present study were not determined to be such. Although development in the area and changes to the surrounding streetscape have diminished somewhat the streetlight segment's integrity of setting, it appears to be otherwise unaltered and possesses enough integrity of location, design, materials, workmanship, feeling, and association to convey its historical significance.

Project Activities in the Vicinity of the Property

Under Alternatives 1, 3, and 4, no project-related activities would occur in the vicinity of the South Main Street Streetlights. The project alignment under Alternative 2 would be constructed underground; no permanent aboveground project components (TPSS, radio towers, stations, sound walls, etc.) are proposed in the vicinity of the resource. The noise and vibration impact analysis performed for the Project indicates that noise related to underground rail operations would not transmit to surface levels (Metro 2021c). The property is not subject to any temporary or permanent easements or displacement. A potential laydown area is proposed within the East 8th Street ROW, between Main Street and Los Angeles Street.

Figure 5-56. South Main Street Streetlights; West side of Main Street, Southwest-Facing

Source: Rincon 2018

Assessment of Impacts

The property is eligible only for local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternatives 1, 3, and 4, these alternatives would result in a CEQA finding of no impact to historical resources for the South Main Street Streetlights. Under Alternative 2, the Project would also result in a CEQA finding of no impact to historical resources for the South Main Street Streetlights from either construction or operational activities.

Alternative 2 would be below ground in the vicinity of the historical resource; therefore, there would be no permanent visual impacts to the South Main Street Streetlights. The noise and vibration impact analysis performed for the Project indicates no potential noise impacts are associated with the operation of Alternative 2. The operational levels for train ground-borne vibration would not exceed FTA impact thresholds for fragile buildings, and construction-related noise would be limited to tunnel construction, which would not be audible aboveground (FTA 2018; Metro 2021c).

The street ROW along East 8th Street between Main Street and Los Angeles Street would serve as a construction laydown area. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the South Main Street Streetlights historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternative 2 would not diminish the integrity of the historical resource's location, design, setting, materials, workmanship, feeling, and association; therefore, Alternative 2 would have no impact on this historical resource.

Minimization/Mitigation Measures

Alternative 2 would not have construction or operational impacts on this historical resource and no mitigation is required.

Air Raid Siren No. 70/East 24th Street and Long Beach Avenue, Los Angeles

Map Reference No. 6-020

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2, Air Raid Siren No. 70 is a Federal Model SD-10 siren located at the southeast corner of Long Beach Avenue and 24th Street (Figure 5-57). Erected ca. 1958, the Cold War-era siren was intended to issue a warning in the event of a Soviet attack. It is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for its association with Los Angeles' Cold War-era civil defense warning system. Its period of significance under these criteria is ca. 1956 to 1985, its years of operation. Under Criteria C/3/3, the siren is eligible as an excellent and intact example of a "wire spool"-style siren, with a period of significance of ca. 1956. Character-defining features include its 30-foot metal pole, metal pole steps, Federal Model SD-10 two-tone siren, and cylindrical, conical-top protective housing. Its immediate surroundings are highly urbanized and industrial and include the Metro A (Blue) Line tracks and overhead catenary system, electrical poles, streetlights, and properties dating from between the 1920s and 1980s. The siren has been subject to no visible alterations and retains its integrity of location, design, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of Air Raid Siren No. 70. The project alignment in Alternative 1 and 2 would be constructed in an aerial viaduct along the eastern half of Long Beach Avenue within the UPRR-owned Wilmington Branch ROW, east of the existing Metro A (Blue) Line. Alternatives 3 and 4 would introduce new permanent visual elements within the ROW, including the viaduct structure, sound walls, additional rail tracks, and catenary poles and wires. The property is not subject to any temporary or permanent easements or displacement. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Figure 5-57. Air Raid Siren No. 70, South-Facing



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of Air Raid Siren No. 70 under Alternatives 3 and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 70. The analysis prepared for this study and presented below indicates that although Alternatives 1 and 2 would be constructed in an aerial viaduct in the area of Air Raid Siren No. 70, these alternatives would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 70 from either construction or operational activities.

Alternatives 1 and 2 would be constructed in an aerial viaduct along Long Beach Avenue in the vicinity of the air raid siren, which would not be physically altered by the Project. This aerial structure would be constructed less than 50 feet to the west of Air Raid Siren No. 70 and would introduce new permanent structures along Long Beach Avenue including the aerial structure itself, as well as catenary poles and wires and sound walls. The introduction of these visual elements would not diminish the historic integrity of the air raid siren or negatively affect its historic significance. The air raid siren is a simple structure, designed to alert the nearby population of an emergency. The introduction of the aerial structure and its associated features is compatible with the surrounding setting, which includes numerous utility poles, rail lines, rail crossing gates, and industrial and commercial properties. The air raid siren would remain visible from its prominent location at the southeast corner of Long Beach Avenue and East 24th Street. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. Operational noise and vibration levels related to the aerial structure would not exceed FTA thresholds near the air raid siren (FTA 2018; Metro 2021c).

While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction. Alternatives 1 and 2 would not alter any of the characteristics of Air Raid Siren No. 70 that qualify it for inclusion in the NRHP, the CRHR, or local designation. These alternatives would not diminish the integrity of Air Raid Siren No. 70's location, design, setting, materials, workmanship, feeling, and association. Alternatives 1 and 2 would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for Air Raid Siren No. 70.

Minimization/Mitigation Measures

Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources. No minimization/mitigation measures would be required.

6231 Maywood Avenue, Huntington Park

Map Reference No. 13-001

Description and Designation Status of Historical Resource

Located in the APE for Alternatives 1, 2 and 3, 6231 Maywood Avenue is a large industrial property that consists of one sprawling warehouse building, which dominates the property, in addition to several ancillary structures (Figure 5-58). The property's primary building was initially developed in 1930 as a single warehouse for use as a paint factory by Superior Paint and Lacquer Company, a Michigan-based manufacturer and distributor of paints and lacquers. The building was significantly expanded in the 1940s, although the design of the addition is consistent with the original portion of the building. The subject property is eligible for listing in the CRHR and the Huntington Park Historic Register under Criteria 3/3 for its architectural merit, as it is a unique example of the Art Deco style as applied to the industrial building property type in Huntington Park. Its character-defining features include smooth stucco-clad exterior wall surfaces, pronounced verticality, and balanced composition expressed in the fluted, engaged piers that symmetrically divide its elevations. Its multi-light steel casement windows and recessed openings are also character-defining. While the property's integrity of materials, workmanship, and design have been impacted by alterations, it retains sufficient integrity to convey its significance as a good example of an Art Deco industrial building. Constructed at two different times, both portions of the building retain their original location and their relationship to one another and the railroad corridor, along which the property is located. Overall, the property additionally retains integrity of location, setting, feeling, and association. Although eligible for local and state designation, the property is ineligible for listing in the NRHP due to reduced integrity, primarily stemming from alterations that include the infill of original window openings and the utilitarian addition at the rear of the building.

Figure 5-58. 6231 Maywood Avenue, East Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of 6231 Maywood Avenue. The project alignment for Alternatives 1, 2, and 3 would be constructed roughly at-grade in the San Pedro Subdivision ROW. The Project would introduce new permanent

visual elements within the ROW, including additional rail tracks, catenary poles and wires. The property is not subject to any temporary or permanent easements or displacement. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Impacts

6231 Maywood Avenue is eligible for the CRHR and for local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternative 4, this alternative would result in a CEQA finding of no impact to historical resources for 6231 Maywood Avenue. Under Alternatives 1, 2, and 3, the Project would also result in a CEQA finding of no impact to historical resources for 6231 Maywood Avenue from either construction or operational activities.

The Project would not physically alter or modify 6231 Maywood Avenue. Under Alternatives 1, 2, and 3, the Project would be constructed roughly at-grade in the San Pedro Subdivision ROW, which is located to the rear, west of the historical resource. The Project would introduce new permanent features, including additional railroad tracks, catenary poles, and wires to the existing urban setting along the San Pedro Subdivision ROW. These visual elements would not diminish the historic integrity of the historical resource or negatively affect its historic significance. The view from the primary eastern elevation would be unobstructed by the Project, which would be constructed at the rear elevation of the historical resource. All elements introduced as part of the Project would be compatible with the surrounding industrial setting, which includes numerous utility poles, rail lines, rail crossing gates, and industrial and commercial properties. The historic building would remain visible from Maywood Avenue, partially obscured from security fencing at the front of the property. Operational noise and vibration levels related to the aerial structure would not exceed FTA thresholds near the historic property (FTA 2018; Metro 2021c).

As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent impacts from construction. Alternatives 1, 2, and 3 would not alter any of the characteristics of 6231 Maywood Avenue that qualify it for inclusion in the CRHR or local designation. Alternatives 1, 2, and 3 would not diminish the integrity of the historical resource's location, design, setting, materials, workmanship, feeling, and association and would therefore result in a CEQA finding of no impact to historical resources for 6231 Maywood Avenue.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have any construction or operational impacts on this historical resource and no mitigation is required.

Pueblo del Rio Public Housing Complex Historic District (portion of)/5024 Holmes Avenue, Los Angeles (P-19-188179)

Map Reference No. 8-013

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1 and 2, Pueblo Del Rio Public Housing Complex Historic District is a 17.5-acre public housing complex composed of 57 two-story, multi-family dwellings (Figure 5-59 through Figure 5-63). Built between 1941 and 1944, the property is designed with International-Style architectural elements and a Garden City-influenced site plan. The property was determined eligible for listing in the NRHP, listed in the CRHR, and eligible as a City of Los Angeles HCM. It is significant under Criteria A/1/1 as an early Los Angeles public housing project and for its associations with mid-twentieth-century city planning practices and welfare policies. It is significant under Criteria C/3/3 as an example of International-Style architecture and Garden City community planning. Furthermore, the complex is notable as the product of collaboration among influential Modernist architects Paul R. Williams, Richard Neutra, Adrian Wilson, Gordon B. Kaufmann, Walter Wurdeman, and Welton Becket, along with landscape architect Ralph D. Cornell. Its period of significance is 1941 to 1944, corresponding to the years of construction for the original complex and its annex. The complex straddles Long Beach Avenue in a densely built urban area characterized by a mix of residential and industrial properties dating from throughout the twentieth century. The resource is substantially intact and retains integrity of location, design, materials, workmanship, feeling, and association. The property's setting has changed substantially since its construction in 1941. Alterations have included industrial and commercial infill, the replacement of original landscaping that lined Long Beach Avenue, and the addition of the Metro A (Blue) Line and associated pedestrian bridge that crosses over the rail ROW at East 53rd Street (Figure 5-62). Character-defining features of the property include minimal ornamentation, metal casement windows, and flat and low-pitched roofs with cantilevered overhangs, while the site plan features superbloc planning, landscaped outdoor common areas on secondary elevations and within the interior of the property, and a separation of vehicle and pedestrian traffic.

Figure 5-59. Pueblo Del Rio Public Housing Complex Historic District, Taken from the Southwest Intersection of Long Beach Avenue and East 55th Street, Northwest-Facing



Source: Rincon 2018

Figure 5-60. Pueblo Del Rio Public Housing Complex Historic District, Taken from the West Side of Long Beach Avenue Near the East 53rd Street Intersection; East-Facing



Source: Rincon 2019

Figure 5-61. Pueblo Del Rio Public Housing Complex Historic District in Relationship to Existing Rail ROW; Existing 53rd Street Pedestrian Bridge in Background at Right; Southwest-Facing



Source: Rincon 2019

Figure 5-62. Existing 53rd Street Pedestrian Bridge Northeast-Facing



Source: Rincon 2019

Figure 5-63. Pueblo Del Rio Public Housing Complex Historic District Boundary



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CH2M Hill Pueblo Del Rio Boundary Map

Prepared by Rincon in 2020

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of Pueblo Del Rio. The project alignment for Alternatives 1, 2, and 3 would be constructed in an aerial viaduct that would parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW, which is adjacent to the west of the northbound lane of Long Beach Avenue. Alternatives 1 and 2 would be adjacent to the property and Alternative 3 would initiate immediately south of the property. Under these alternatives, the Project would introduce new permanent visual elements within the ROW, including the viaduct structure, sound walls, rail tracks, and catenary poles and wires. Within the Long Beach Avenue ROW adjacent to the historic property/historical resource, the Project's aerial viaduct structure would range from approximately 35 to 55 feet above the current grade and would extend over the existing pedestrian bridge that crosses Long Beach Avenue at the south of the property.

The property is not subject to any temporary or permanent easements or displacement. Additional at-grade features in the vicinity of the historic property/historical resource include proposed TPSS Site 17A, TPSS Site 17B, and TPSS Site 17; only one of these locations would be selected. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, Alternative 4 would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for Pueblo Del Rio. Under Alternatives 1, 2, and 3, the Project would have no adverse effects/impacts to Pueblo Del Rio Public Housing Complex Historic District.

The Project would not physically alter any of the buildings comprising the property/resource. Under Alternatives 1, 2, and 3, the Project would introduce new permanent visual elements consisting of the aerial viaduct and sound walls and the adjacent TPSSs. The introduction of the aerial structure and its associated features is compatible with the surrounding mixed-use setting, which includes numerous utility poles, rail tracks, rail crossing gates, a pedestrian bridge, and industrial and commercial properties. The four parallel tracks that run along Long Beach Avenue comprise the Pacific Electric Long Beach Line (constructed 1901) and the Los Angeles Metro A (Blue) Line (1990). The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. Although the aerial viaduct would partially obstruct the views to and from both portions of the property, which is situated on both sides of Long Beach Avenue, the view shed between the east and west portions of the site are already bisected by the road and this is not considered a character-defining feature of the resource. Operational noise and vibration levels related to the aerial structure and TPSSs would not exceed FTA thresholds near the property.

While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Alternatives 1, 2, and 3 would not alter any of the characteristics of the Pueblo del Rio Public

Housing Complex Historic District that qualify it for inclusion in the NRHP, CRHR, or local designation. Alternatives 1, 2, and 3 would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. Under Alternatives 1, 2, and 3, the Project would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for the Pueblo Del Rio Public Housing Complex Historic District.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have an adverse construction or operational effect/impact on this historic property/historical resource. No minimization/mitigation measures are required.

1600 Compton Avenue, Los Angeles

Map Reference No. 6-006

Description and Designation Status of Historic Property

Located in the APE for Alternative 1 and 2, 1600 Compton Avenue consists of two industrial buildings sited on one parcel and historically associated with industrial laundry and garment services. Constructed in phases between 1923 and 1945 and located on the corner of Compton Avenue and East 17th Street, Building A is a one-story warehouse building designed and constructed in a utilitarian style with minimal Art Deco-style detailing. To its south and constructed in 1928 is Building B, a two-story Streamline Moderne-style building that expresses its style with a horizontal emphasis and rounded corners of its main façade (Figure 5-64).

Figure 5-64. 1600 Compton Avenue, West Elevation



Source: Rincon 2018

Building B is eligible for listing in the NRHP, CRHR, and for designation as a City of Los Angeles HCM under Criteria C/3/3 as a good example of the Streamline Moderne style as applied to an industrial property. Its period of significance is 1938, the date of its construction. Building A does not contribute to the property's significance and, therefore, is not eligible for historic designation.

Alterations to Building B include the installation of metal screens over many windows and the construction of a canopy and metal-clad additions at the rear elevation. These alterations do not substantially detract from the building's character-defining features, which are concentrated at the front of the building and include smooth concrete exterior walls, minimal ornamentation, rounded corners, and glass-brick upper-story windows spaced by vertical projections. Although recent development, including the constriction of the I-10 Freeway to the immediate north of the property and contemporary industrial warehouse buildings in its close vicinity, have somewhat reduced the resource's integrity of design, setting, and materials, it substantially retains integrity of location, workmanship, feeling, and association and continues to convey its historical significance.

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of 1600 Compton Avenue. The project alignments for Alternatives 1 and 2 would be constructed in an aerial viaduct that would parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW, which is adjacent to the west of Long Beach Avenue. Alternatives 1 and 2 would introduce new permanent visual elements within the ROW, including the viaduct structure, rail tracks, and catenary poles and wires. Alternatives 1 and 2 would require a permanent, partial aerial easement for the construction and operation of the aerial viaduct. Additional at-grade features in the vicinity of the historic property/historical resource include a proposed Antenna (Option 2) located adjacent (east) to the property within the ROW as well as TPSS Site 19A and Radio House Site 1, both of which would be located across Long Beach Avenue to the east of the property. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 3 and 4, these alternatives would result in Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 1600 Compton Avenue. The analysis conducted for this study and summarized below indicates that Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 1600 Compton Avenue from either construction or operational activities.

Alternatives 1 and 2 would not physically alter the historic buildings located at 1600 Compton Avenue. Under Alternatives 1 and 2, the Project would be constructed in an aerial viaduct that would parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW, which is located to the rear, east of the historic property/historical resource. Antenna 2 would be similarly constructed within this same ROW. The aerial structure and antenna would be constructed approximately 120 feet to the east of the rear elevation of the historic building at 1600 Compton Avenue. While the aerial viaduct and Antenna 2 would introduce new permanent structures to the existing urban setting along Long Beach Avenue, these visual elements would not diminish the historic integrity of the historic property/historical resource or negatively affect its historic significance. TPSS Site 19A and Radio House Site 1 would be similarly out of the view shed of the historic property, across the ROW and Long Beach Avenue to the east. The view from the primary western elevation would be unobstructed by these project elements, which would be constructed at the rear elevation of the historic

property/historical resource. The introduction of the aerial structure and its associated features is compatible with the surrounding industrial setting, which includes the I-10 to the north, numerous utility poles, and industrial and commercial properties. The historic building would remain visible from Compton Avenue. Operational noise and vibration levels related to the aerial structure would not exceed FTA thresholds near the property (FTA 2018; Metro 2021c).

As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Alternatives 1 and 2 would not alter any of the characteristics of 1600 Compton Avenue that qualify it for inclusion in the NRHP, the CRHR, or local designation. Alternatives 1 and 2 would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. Under Alternatives 1 and 2, the Project would therefore result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources.

Minimization/Mitigation Measures

Alternatives 1 and 2 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no minimization/mitigation measures are required.

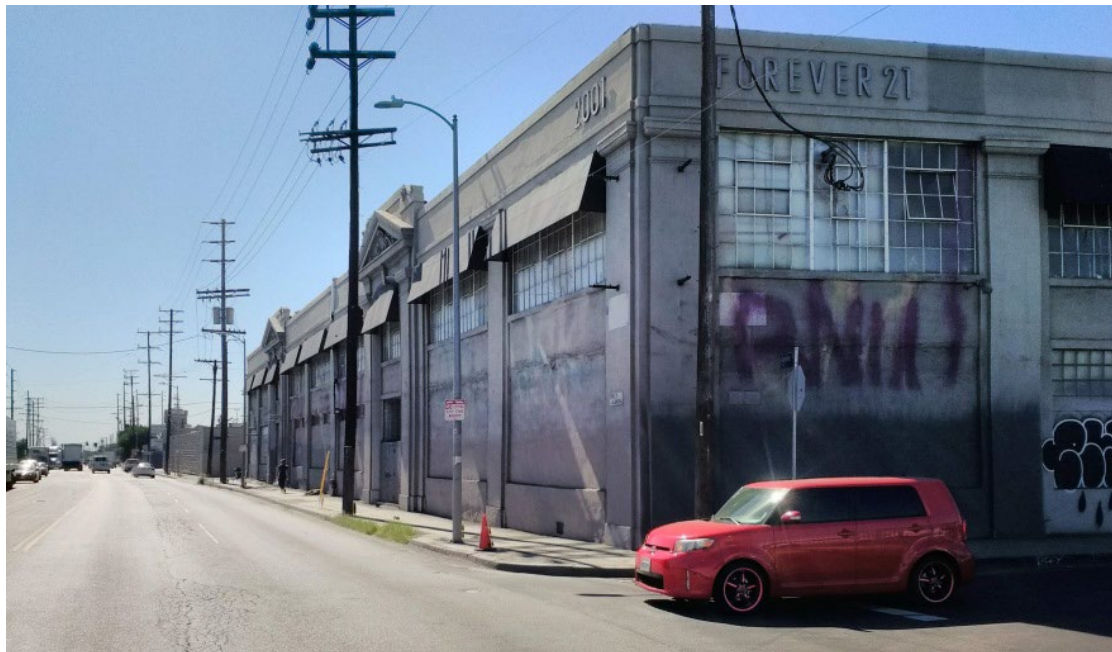
Mack International Motor Truck Corporation/2001 South Alameda Street, Los Angeles (P-19-188191)

Map Reference No. 6-014

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1 and 2, the Mack International Motor Truck Corporation building is a two-story daylight factory building constructed in 1925 with utilitarian- and Neoclassical-style architectural elements (Figure 5-65). The building occupies the full length of a city block between Long Beach Avenue and South Alameda Street. It is eligible for listing in the NRHP and CRHR and for designation as a City of Los Angeles HCM under Criteria C/3/3 as an excellent example of the daylight factory property type. It is located in a densely built urban area characterized primarily by low-rise industrial properties and a Metro right-of-way nearby to the west. Several properties adjacent to the south were constructed in the 1960s and 1970s. Despite some alterations—most notably the filling of several ground-level window openings—the resource retains character-defining features of the daylight factory property types, including expanses of industrial sash windows and a saw-tooth roof form. In addition, concentrated at the east end of the building are several Neoclassical-style elements, such as square pilasters, a simple entablature, and ornamented pediments marking the main entrances. The building's integrity of setting and materials has been diminished by nearby redevelopment and building alterations, respectively. However, it still possesses integrity of location, design, workmanship, feeling, and association. Overall, the property is sufficiently intact to convey its historical significance as an example of a daylight factory.

Figure 5-65. Mack International Motor Truck Corporation, West Elevation



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternatives 3 and 4, no project-related activities would occur in the vicinity of the Mack International Motor Truck Corporation building. The project alignment within Alternatives 1 and 2 would be constructed in an aerial viaduct that would parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW, which is adjacent to the west of Long Beach Avenue. The Project would introduce new permanent visual elements within the ROW, including the viaduct structure, rail tracks, and catenary poles and wires. The property is not subject to any temporary or permanent easements or displacement. Additional at-grade features in the vicinity of the historic property/historical resource include a proposed Antenna (Option 1) as well as Radio House Site 1A, both of which would be located across Long Beach Avenue, north of 20th Street, to the west of the property. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternatives 3 and 4, these alternatives would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for 2001 South Alameda Street. Under Alternatives 1 and 2, the Project would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for 2001 South Alameda Street from either construction or operational activities.

Alternatives 1 and 2 would not physically alter or modify the building. Under Alternatives 1 and 2, the Project would be constructed in an aerial viaduct that would parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW, which is located to the rear (west), of the historic property/historical resource. The Antenna (Option 1) and Radio House Site (1A) would be similarly constructed within this same ROW. The aerial structure and associated features would be constructed over 950 feet to the west of the rear elevation of the historic building at 2001 South Alameda Street. While the aerial viaduct, Radio House Site 1A, and Antenna (Option 1) would introduce new permanent structures to the existing urban setting along Long Beach Avenue, these visual elements would not diminish the historic integrity of the historic property/historical resource or negatively affect its historic significance. The view from the primary eastern elevation would be unobstructed by these project elements, which would be constructed at the rear elevation of the historic property/historical resource. The introduction of the aerial structure and its associated features is compatible with the surrounding industrial setting, which includes numerous at-grade rail lines and catenary poles and wires, rail crossing gates, utility poles, and industrial and commercial properties. The historic building would remain visible from Alameda Street. Operational noise and vibration levels related to the aerial structure would not exceed FTA thresholds near the property (FTA 2018; Metro 2021c).

As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Under Alternatives 1 and 2, the Project would not alter any of the characteristics of 2001 South Alameda Street that qualify it for inclusion in the NRHP, the CRHR, or local designation. The integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association would not be diminished as a result of Alternatives 1 and 2. Therefore, Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources.

Minimization/Mitigation Measures

Alternatives 1 and 2 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources. No minimization/mitigation measures are required.

Randolph Substation/Randolph Street, Huntington Park

Map Reference No. 11-016

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the Randolph Substation was completed in 1930. The property contains the standard components of an electrical substation, including banks of transformers and a single building on the west-central portion of the property (Figure 5-66). The building is identifiable in its relation to Southern California Edison (SCE) as a civic type-library 3 model substation building, of which nine exist. Characteristic of its type, the building was designed in a Stripped Classical Revival style. The Randolph Substation building is eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 as an intact example of a SCE substation building. Its period of significance is 1930, the year it was completed. Situated in an urban area with mixed industrial and residential uses, the building's immediate surroundings are defined by the fenced-in substation property of which it is a part. The building shares the parcel with electrical towers, transformer racks, and transmission racks. Character-defining features include a concrete base, brick walls, symmetrically placed rectangular doors and windows, and a hipped clay tile roof. While much of the substation's original electrical equipment has been replaced due to modernization efforts, the building is intact. It retains integrity of design, materials, workmanship, feeling, and association, as it has been consistently used as a substation building since the time of its construction. The integrity of setting has been compromised due to the replacement of equipment, changes to the surrounding area, and its visual obstruction from a brick wall that surrounds the property.

Figure 5-66. Randolph Substation



Source: Southern California Edison 2019

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of the Randolph Substation. The project alignment within Alternatives 1, 2, and 3 would be constructed in an aerial viaduct that would parallel the existing UPRR-owned La Habra Branch ROW in the median of Randolph Street. The aerial viaduct would be on the north side of the La Habra Branch ROW. The Project would introduce new permanent visual elements within the ROW, including the viaduct structure, rail tracks, and catenary poles and wires. The property is not subject to any temporary or permanent easements or displacement. Additional at-grade features in the vicinity of the historic property/historical resource include a potential laydown area, located to the north of the property within the ROW. TPSS Site 14 is proposed within the laydown area. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, this alternative would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for the Randolph Substation. Under Alternatives 1, 2, and 3, the Project would have no adverse effect/impact on the Randolph Substation from either construction or operational activities.

The Project would not physically alter the substation building, which is set back over 160 feet south of the property line, behind a brick wall. Under Alternatives 1, 2, and 3, the Project would be constructed in an aerial viaduct that would be located to the north of the property, within the existing at-grade La Habra Branch ROW that is located in the median of Randolph Street. The ROW between Bissell Street and Bissell Place is also a potential laydown area and TPSS Site 14 is proposed within the laydown. While the aerial viaduct and TPSS would introduce new permanent structures to the existing urban setting along Randolph Street, these visual elements would not diminish the historic integrity of the historic property/historical resource or negatively affect its historic significance. The historic substation is not visible from Randolph Street, as its primary north elevation is already obstructed by a tall brick security wall. The introduction of the aerial structure and its associated features is compatible with the surrounding industrial setting, which includes numerous at-grade rail lines and catenary poles and wires, rail crossing gates, utility poles, and industrial and commercial properties. Operational noise and vibration levels related to the aerial structure and TPSS would not exceed FTA thresholds near the property (FTA 2018; Metro 2021c).

As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction. Under Alternatives 1, 2, and 3, the Project would not alter any of the characteristics of the Randolph Substation that qualify it for inclusion in the NRHP, the CRHR, or local designation. Alternatives 1, 2, and 3 would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternatives 1, 2, and 3 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have an adverse construction or operational effect/impact on this historic property/historical resource. No minimization/mitigation measures are required.

SCE Long Beach-Laguna Bell 60kV and 220 kV Transmission Lines (P-19-192309)

Map Reference No. 18-016

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the SCE Long Beach-Laguna Bell 60 kilovolt (kV) and 220kV transmission lines comprise two 60kV transmission lines and one 220kV transmission line (Figure 5-67). Suspended from a series of lattice steel towers, the lines initiate at the Long Beach Generation Station Substation on Terminal Island in Long Beach and terminate approximately 9.5 miles north at the Laguna Bell Substation in Los Angeles County. The transmission lines were constructed in 1927 and 1928 to connect the Long Beach Steam Station and the Big Creek Hydroelectric System, establishing the backbone of the SCE 220 to 66kV system. Their construction represents a significant event in the development of SCE's electrical system. The lines were determined eligible for listing in the NRHP in 2017 and are listed in the CRHR under Criteria A/1 as a central element of SCE's 220kV transmission system and under Criteria C/3 as innovatively designed transmission lines and for the design of their crossing at Cerritos Channel, a significant engineering feat. The period of significance for the Long Beach-Laguna Bell 66kV and 220kV Transmission Lines is 1928, the year construction was completed. Within the APE, the resource consists of transmission lines and lattice steel towers following the east bank of the Rio Hondo in South Gate. The power lines' right-of-way is used for parkland and agriculture and is bounded by the Rio Hondo on the west and large industrial properties on the east. While recent development has disrupted the resource's setting, the transmission lines and towers are intact, retaining integrity of location, design, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of the SCE Long Beach-Laguna Bell transmission lines. The project alignment within Alternatives 1, 2, and 3 is located on the eastern banks of the Rio Hondo Channel where the Project crosses over the channel in an aerial structure and then transitions to an at-grade configuration as it continues south. The alignment would pass between pairs of overhead towers, which are located to the north and south. The pairs of overhead towers are spaced approximately 300 feet apart. Within this space, TPSS 10A is also proposed for construction. The Project would introduce new permanent visual elements within the ROW, including the viaduct structure, TPSS, rail tracks, and catenary poles and wires. As the utility and rail ROW share an existing easement at their intersection, the Project would require two sliver takes and no additional easements or takes. Construction activities would occur within the utility and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Figure 5-67. SCE's Long Beach-Laguna Bell 60kV and 220 kV Transmission Lines; Taken near their Intersection with Garfield Avenue, South-Facing



Source: Rincon 2018

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, this alternative would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for the SCE Long Beach-Laguna Bell transmission lines. Under Alternatives 1, 2, and 3, the Project would result in a Section 106 finding of no adverse effect to historic properties and under CEQA no impact to historical resources for the SCE Long Beach-Laguna Bell transmission lines from either construction or operational activities.

Alternatives 1, 2, and 3 would not physically alter the structures that are situated to the north and south of the proposed alignment and TPSS site. The project alignment transitions from an aerial viaduct to at-grade within the boundary of the historic property/historical resource. This is also the location of TPSS Site 10A. While the aerial viaduct and TPSS would introduce new permanent structures to the existing setting along the historic transmission line corridor, these visual elements are similar in scale and massing to the existing industrial setting, which includes extant rail-related features, the existing Rio Hondo Bridge, surrounding industrial properties, and the transmission lines. The addition of these visual elements would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character and quality of the area. Operational noise and vibration levels related to the aerial structure and TPSS would not exceed FTA thresholds near the property (FTA 2018; Metro 2021c). The Project would require two sliver takes, in which no transmission towers are included. The overall resource, which comprises a wide corridor spanning roughly 9.5 miles, would therefore not be affected/impacted.

Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary, and construction equipment, vehicles, barricades, and security fences would be removed once construction is completed. The addition of these visual elements would not permanently alter or diminish the property's historic integrity. Therefore, Alternatives 1, 2, and 3 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources for the SCE Long Beach-Laguna Bell transmission lines.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no minimization/mitigation measures are required.

LADWP Boulder Lines 1 and 2 (P-19-188983)

Map Reference No. 17-005

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the LADWP Boulder Lines 1 and 2 consist of an approximately 270-mile course of 287.5 kV transmission lines between Hoover Dam and the city of Watts (Figure 5-68). Associated features include towers and lightning protection, conductors and associated hardware, transformer and switching stations, and an access road. Originally constructed in 1936, the lines are listed in the NRHP and CRHR under Criteria A/1 for their association with and the delivery of hydroelectric power generated at Hoover Dam to the greater Los Angeles area, which facilitated development in the area from the mid-1930s through the 1940s. The lines are additionally listed under Criteria C/3 as an exceptional accomplishment in the engineering of electrical transmission lines. Their period of significance begins in 1936, when construction of the lines was completed, and ends in 1953, the year steam-generated power began to supplant hydroelectric power. Within the current Project's APE, the resource consists solely of power lines and towers. It traverses residential areas in South Gate and Downey along the east bank of the Los Angeles River before crossing the Rio Hondo near the two rivers' confluence. The property's integrity of setting has been diminished because of constant changes to the areas surrounding its alignment. However, the transmission lines and lattice steel towers are intact and retain integrity of location, design, materials, workmanship, feeling, and association.

Figure 5-68. LADWP Boulder Lines 1 and 2, Taken near their Intersection with Rayo Avenue, West-Facing



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of LADWP Boulder Lines 1 and 2. The project alignment within Alternatives 1, 2, and 3 passes between the property's overhead towers in an at-grade configuration as it crosses Rayo Avenue along the San Pedro Subdivision ROW. The Project would require improvements to the existing grade crossing at Rayo Avenue, which would include construction of a freight grade crossing house and grade crossing house. Operational noise and vibration levels related to the at-grade rail, TPSS, and grade crossing would not exceed FTA thresholds (FTA 2018). The Project would require no additional easements or takes, as the utility and rail ROW share an existing easement at their intersection. The Project would introduce new permanent visual elements within the ROW, including the rail tracks, catenary poles and wires, control houses, and TPSS. Construction activities would occur within the utility and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, Alternative 4 would result in a Section 106 finding of no effect to historic properties and a CEQA finding of no impact to historical resources for LADWP Boulder Lines 1 and 2. Under Alternatives 1, 2, and 3, the Project would result in a Section 106 finding of no adverse effect to historic properties and under CEQA a finding of no impact to historical resources for the LADWP Boulder Lines 1 and 2 from either construction or operational activities.

Under Alternatives 1, 2, and 3, the Project would not physically alter or modify the structures that are situated to the east and west of the proposed alignment. The alignment in this area would be located at-grade and would require improvements to the existing grade crossing along Rayo Avenue, which intersects with the existing San Pedro Subdivision ROW and the transmission line corridor. Under these alternatives, the Project would introduce new permanent visual elements within the rail ROW, which intersects with the property's corridor, including additional rail tracks, pedestrian crossing gates, grade crossing houses, and catenary poles and wires. These visual elements are similar in scale and massing to the existing industrial setting, which includes extant rail-related features, surrounding industrial properties, and the transmission lines. The addition of these elements would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character and quality of the area. Furthermore, the addition of these features would not physically alter the historic property/historical resource in any way. Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c).

Construction activities would primarily occur within the utility and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed. As they would be temporary, the addition of these visual elements would not permanently alter or diminish the property's historic integrity and would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for the LADWP Boulder Lines 1 and 2.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no minimization/mitigation measures are required.

Rancho Los Amigos Medical Center Historic District, Downey (P-19-189330)

Map Reference No. 19-013

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the Rancho Los Amigos Medical Center Historic District is a 52-acre public health campus consisting of dozens of contributing buildings, in addition to landscaping elements, internal roadways, and other features, all constructed between 1888 and 1952 (Figure 5-69). The property was determined eligible for listing in the NRHP under Criterion A and is listed in the CRHR under Criterion 1. It is significant as a representation of the facility's evolution from its establishment as the County Poor Farm in the late nineteenth century to its conversion to a public hospital during the early to-mid-twentieth century. Rancho Los Amigos' period of significance begins with its establishment in 1888 and concludes with the 1952 retirement of Superintendent William R. Harriman, who was the institution's most influential superintendent and supervised the facility's transition to a medical hospital. The district's contributing hospital wards, bungalows, support buildings, and train station were designed in a range of architectural styles that include vernacular, Craftsman, and Mediterranean Revival. Also contributing to the district's historical significance are the overall site plan, internal circulation network, and landscaped areas, which give the property a park-like atmosphere. Several buildings, including the Administrative Building, Superintendent's House and Garage, Casa Consuelo, two buildings and a water tower associated with the Power Plant, and a complex consisting of the Dining Room, Staff Room/Commissary, and the Receiving Room, were individually listed in the NRHP and CRHR under Criteria C/3. The property retains a high level of integrity of design, materials, workmanship, location, feeling, setting, and association. Although a portion of the district is located in the APE, this area consists of undeveloped, open land.

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of the Rancho Los Amigos Medical Center Historic District. Under Alternatives 1, 2, and 3, the Project would be located at-grade within the existing San Pedro Subdivision ROW. The Gardendale Station would be located to the west of the property within the existing San Pedro Subdivision ROW. One of two TPSSs would be constructed in the vicinity of the historic property/historical resource; either to the west of the ROW, outside the boundary of the Rancho Los Amigos Medical Center Historic District, or to the east of the ROW within the property boundary.

Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c). The Project would require improvements to the existing grade crossing at the intersection of Gardendale Street. The Project would introduce new permanent visual elements within the ROW, including additional rail tracks, fencing, pedestrian crossing gates, grade crossing houses, TPSS, and catenary poles and wires. These visual elements are similar in scale and massing to the existing rail-related features currently in the vicinity of the property.

Figure 5-69. Rancho Los Amigos Medical Center Historic District; Taken from Interior of Property, Northwest-Facing



Source: Rincon 2018

Construction activities would primarily occur within the public and rail ROWs. A construction laydown would be located on the west of the property along the ROW. Construction activities would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. To accommodate construction equipment and materials, a construction laydown area would be sited on the property, along Gardendale Street. These visual changes and introduction of a laydown area would be temporary, as construction equipment, construction vehicles, barricades, and security fences, along with the laydown area itself, would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the Rancho Los Amigos Medical Center Historic District under Alternative 4, Alternative 4 would result in a Section 106 finding of no effect to historic properties and under CEQA, a finding of no impact to historical resources for the Rancho Los Amigos Medical Center Historic District. Alternatives 1, 2, and 3 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, no impact to historical resources for the Rancho Los Amigos Medical Center Historic District from either construction or operational activities.

Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c). The Project would have no direct physical impact to any of the district contributors, nor is the property subject to any permanent easements or displacement. Under Alternatives 1, 2, and 3, the Project would be located at-grade and would require improvements to the existing grade crossing at

Gardendale Street, which intersects with the existing San Pedro Subdivision ROW. To the north of this intersection would be the Gardendale Station, which would be constructed at-grade within the rail ROW. One of two TPSS site options would be developed; one of the option locations is to the west of the ROW in a County of Los Angeles Facility parking lot and the other is on the Rancho Los Amigos property. A temporary laydown would also be sited on the western portion of the property along the ROW.

Alternatives 1, 2, and 3 would introduce new permanent visual elements within the rail ROW and on an adjacent property, including the station, additional rail tracks, pedestrian crossing gates, grade crossing houses, and catenary poles and wires. A TPSS site would be constructed either west of the ROW outside the boundary of the historic property/historical resource, or east of the ROW within the property/resource's boundary. These visual elements are similar in scale and massing to the existing setting, which includes extant rail-related features and surrounding industrial and institutional properties. The addition of these elements would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character and quality of the area. Furthermore, the addition of these features would not physically alter the historic property/historical resource in any way. The ROW in which the Project would be located is approximately 250 feet west of the nearest historic district contributors. The TPSS that would be constructed on the property would be on the west side of the property, along the ROW. The addition of this TPSS would not result in an adverse effect/impact, as it would be small in scale when compared with the property overall and simple and unobtrusive in its design, so as not to detract from the district.

Under Alternatives 1, 2, and 3, the Project would require a temporary easement to accommodate a construction laydown on the property. However, construction activities would primarily occur within the rail ROW and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, security fences, and the laydown itself would be removed once construction is completed. As they would be temporary, the addition of these visual elements would not permanently alter or diminish the property's historic integrity and would not result in an adverse effect to the historic property under Section 106 or an impact to historical resources under CEQA.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have an adverse construction or operational effect/impact on this historic property/historical resource and no treatment measures are required.

I-105/Century Freeway-Transitway Historic District

Map Reference No. 21-027

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, 3, and 4, the I-105/Century Freeway-Transitway Historic District (Figure 5-70) is multi-lane roadway that was determined eligible for listing in the NRHP under Criteria A and C in December 2019.

Figure 5-70. View of the Portion of I-105 Century Freeway-Transitway Historic District in the APE; Photograph Taken from the Century Boulevard Underpass Facing East Toward the Arthur Avenue Pedestrian Overcrossing

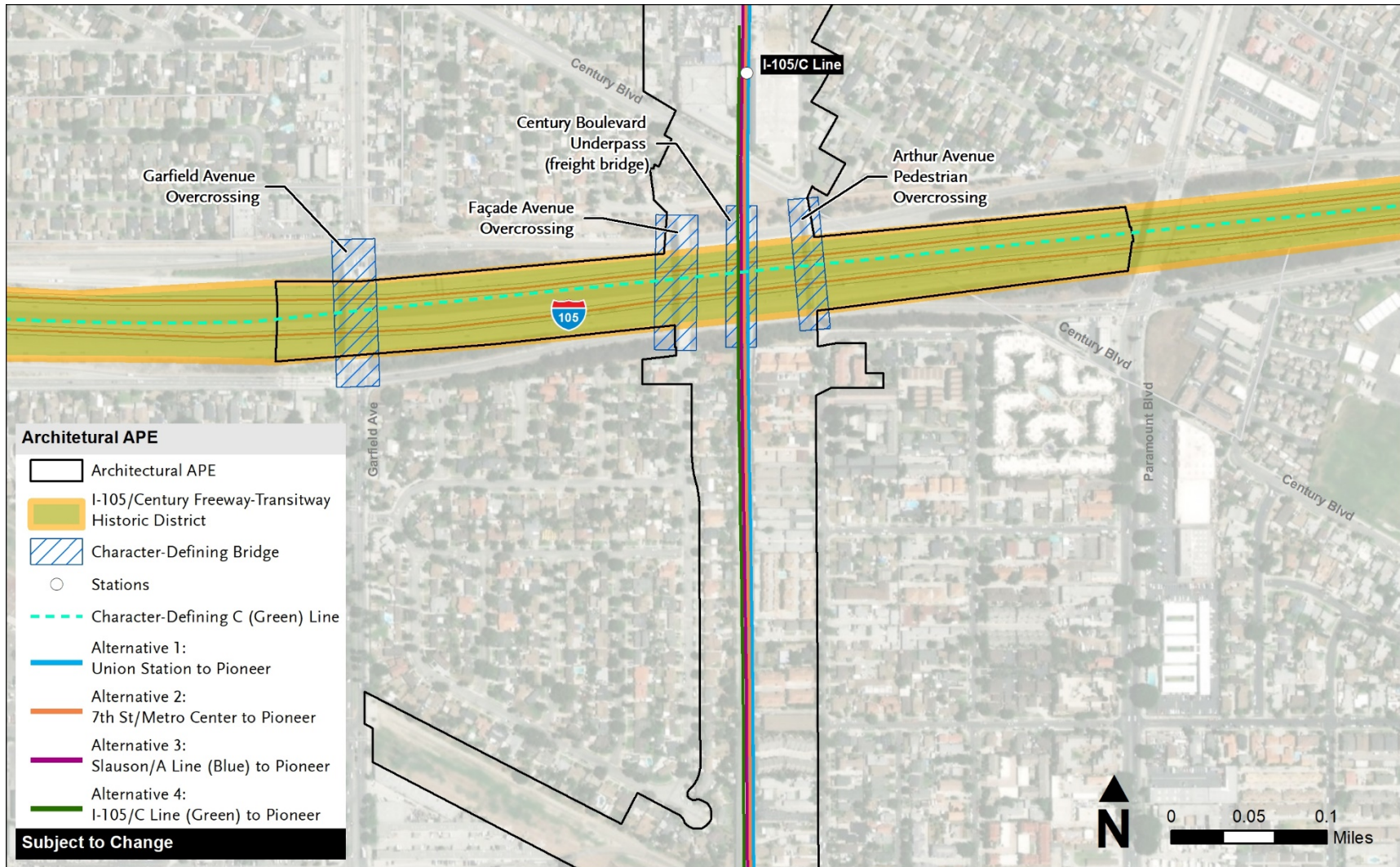


Source: Metro 2020

Under Criterion A, the district is significant as the focus of a landmark California environmental justice lawsuit that resulted in substantive changes in the environmental review process. The lengthy litigation was settled by agreements that specified the final route of the freeway and required integrated Intelligent Traffic Systems technology to reduce associated local road traffic and an associated light rail system (the C (Green) Line). The case quantified how residential displacement would occur, where and how replacement housing would be built, and required that contractors adhere to ambitious job training and affirmative action programs. Under Criterion C, the property is significant as the final full-length inner-city interstate to be constructed in the United States. The features and design components of an Intelligent Traffic System, an integral light rail system with stations in the median, and intermodal interchanges are features that define the district and contribute to its significance.

The boundaries of the district are encompassed by the California Department of Transportation ROW from California Street (El Segundo) to Studebaker Road (Norwalk) (Figure 5-71). The C (Green) Line (light rail line) and related stations, the freeway bridges (four of which are located in the APE and three of which would be demolished by the Project) and ramps constructed as part of the project, and the limited interchanges connecting Interstates 405, 110, 710, and 605 are contributing features to the district. Its period of significance spans 1968-1995 (Smith and Harper 2019).

Figure 5-71. Overview of the APE in Relation to I-105/Century Freeway-Transitway Historic District



Prepared by Rincon in 2020

Project Activities in the Vicinity of the Property

The project alignment within Alternatives 1, 2, 3, and 4 would be located at-grade within the existing San Pedro Subdivision ROW. To enable the project alignment under Alternatives 1, 2, 3, and 4 to cross I-105, an additional bridge (LRT rail bridge) would be constructed in the existing ROW. The new LRT rail bridge would be constructed to the immediate west of the currently existing Century Boulevard Underpass. Alternatives 1, 2, 3, and 4 would additionally demolish and reconstruct three bridges (Façade Avenue Overcrossing, Century Boulevard Underpass, and Arthur Avenue Pedestrian Overcrossing) that are contributing to the district. Although its reconstructed location would be consistent with its current location, the (reconstructed) Century Boulevard Underpass may be widened up to 35 feet to accommodate a double track or maintenance road.

To accommodate project features within the freeway envelope, Alternatives 1, 2, 3, and 4 would realign approximately 2,500 feet of existing C-Line tracks and 2,500 feet of I-105 traffic lanes to enable the construction and operation of an infill station that would be constructed in the median of the freeway. Vertical circulation elements (for example stairs, elevators, and escalators) would be constructed to connect the existing transportation network to the project alignment. In addition to the infill station that would be constructed by the Project, an additional station, the 105/C Line Station, would be constructed to the north of and outside the boundaries of the historic district. All of the proposed project element noted above are identified in Figure 5-72.

Figure 5-72. Project Elements Proposed within and in the Immediate Vicinity of 1-105/Century Freeway-Transitway Historic District



Prepared by Rincon in 2020; Imagery provided by Metro

Assessment of Effects/Impacts

The analysis performed for this study and summarized below indicates that Alternatives 1, 2, 3, and 4 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of less than significant impact to historical resources for the I-105/Century Freeway-Transitway Historic District from either construction or operational activities. This finding was explored in a meeting with representatives from the California Office of Historic Preservation (OHP) on September 9, 2020. Documentation associated with this meeting is included in Appendix B of this study.

Alternatives 1, 2, 3, and 4 would directly alter portions of the district and introduce new permanent visual elements within the boundary of the historic property/historical resource. Three character-defining bridges would be demolished and reconstructed. However, the demolition and replacement of the three extant bridges and the construction of the new LRT bridge to accommodate the project alignment would not result in an adverse effect/significant impact. The extant bridges were constructed in 1988, with contemporary materials and design. They are 3 of the 118 bridges that are contributing to the district, which collectively comprise less than 3 percent of the total bridges within the district. While bridges are identified as contributing features, they are not individually eligible and are not noteworthy for their architectural style or design. Additionally, they are not identified (by Caltrans in its condition assessment report for the district) as one of its most significant features. Although the (replacement) Century Boulevard Underpass may be up to 35 feet wider than the current Century Boulevard Underpass, replacement bridges would be generally consistent in their scale and massing with existing bridges. The placement of the additional bridge and the replacement Century Boulevard Bridges immediately adjacent to one another and their unified design in terms of scale, massing, and materials of construction result in their presentation almost as a single structure. As such, the rhythm, spacing, and general location of bridges along the freeway, as they currently exist, would not be altered by the Project.

Alternatives 1, 2, 3, and 4 would realign approximately 2,500 feet of C-Line track and I-105 traffic lanes. However, these actions would not result in an adverse effect/significant impact. The C Line runs the length of the district (18.1 miles). The proposed realignment would potentially impact at a maximum 2,500 feet, or less than 3 percent of the entire C-Line roadway which is considered a character-defining feature. The proposed realignment would shift the line location a maximum of 7.5 feet; however, it would not remove or alter the C-Line design. Similarly, the 2,500 feet of I-105 traffic lanes proposed for realignment comprise less than 3 percent of the I-105 lanes within the district. The road realignment would not alter the district's transportation function or result in major changes to physical features within the property's setting that contribute to its historic significance.

While Alternatives 1, 2, 3, and 4 would introduce an infill station and associated elements of vertical circulation within the district, the construction and operation of these elements would not result in an adverse effect/significant impact. The construction of the infill C-Line Station in the center of the I-105 is consistent with the overall form and function of the district and an intermodal transit system. The historic district includes 10 other light rail stations within its boundaries. The proposed infill station would be consistent in its placement (in the center of the median) and function with other stations throughout the district. While the new infill station would be consistent with existing stations in terms of location and accessibility features, it would also differentiate itself in its design; other stations

in the district are Post-Modern inspired. The infill station would feature a more contemporary design.

The noise and vibration impact analysis performed for the Project indicates that noise and vibration levels associated with the construction and operation of Alternatives 1, 2, 3, and 4 would not exceed FTA thresholds (FTA 2018; Metro 2021c). Construction activities associated with Alternatives 1, 2, 3, and 4 would primarily occur within the rail ROW and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, security fences, etc., would be removed once construction is completed. As construction activities would be temporary, the addition of these visual elements would not permanently alter or diminish the property's historic integrity and would result in no adverse effect to historic properties under Section 106 and a less than significant impact to historical resources under CEQA.

Minimization/Mitigation Measures

The construction and operation of Alternatives 1, 2, 3, and 4 would result in no adverse effect/less than significant impacts to this historic property/historical resource and no minimization/mitigation measures are required.

Bellflower Pacific Electric Railway Depot/16336 Bellflower Boulevard, Bellflower (P-19-186111)

Map Reference No. 28-008

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, 3, and 4, the Bellflower Pacific Electric Railway Depot is a one-story building designed with minimal Classical Revival-style architectural elements (Figure 5-73 through Figure 5-75). Constructed ca. 1905, the building was recently restored in a historically accurate manner; its appearance is consistent with its original design. It is eligible for listing in the NRHP and CRHR under Criteria A/1 for its direct association with the early transportation history of Southern California and Criteria C/3 for its embodiment of the distinctive characteristics of a purpose-built street railway depot. The depot is located in an urban area, adjacent to the intersection of the abandoned PEROW and a major commercial thoroughfare. Its setting has been substantially diminished by recent development, changes to the streetscape, and the construction of a large parking lot. However, the building was restored from original plans in conformance with the Secretary Standards for Rehabilitation and has integrity of location, design, materials, workmanship, feeling, and association. Its character-defining features include a sheltered passenger platform; arched bays, vertical wood-slat gable vents, stucco wall cladding, and an orientation parallel to the adjacent tracks.

Figure 5-73. Bellflower Pacific Electric Railway Depot, South Elevation



Source: Rincon 2019

Figure 5-74. Current View of the PEROW in relationship to the Bellflower Depot



Source: Rincon 2019

Figure 5-75. Current View of the Bellflower Depot and its Surrounding Environment; Primary (west) Elevation; East-Facing View



Source: Rincon 2019

Project Activities in the Vicinity of the Property

The project alignment within Alternatives 1, 2, 3, and 4 would be located at-grade within the existing PEROW. The Bellflower Station would be located to the west of the depot, across Bellflower Boulevard within the PEROW. The Project would require improvements to the existing grade crossing at the intersection of Bellflower Boulevard. Additional improvements within the vicinity of the historic depot include a potential laydown area and TPSS Site 5, located at the northwest corner of Bellflower Boulevard and the PEROW, within an existing parking lot that is a proposed station parking lot. Sound walls are proposed on the northern side of the PEROW from the historic depot, and fencing would be located along the north and south sides of the PEROW. The existing bike trail that passes the historic depot along the PEROW would be realigned along the driveway between the depot and the building to its south, the Mayne Events Center, to accommodate the new tracks and station.

Under Alternatives 1, 2, 3, and 4, the Project would introduce new permanent visual elements within the ROW, including additional rail tracks, fencing, pedestrian crossing gates, grade crossing houses, TPSS, and catenary poles and wires. These visual elements are similar in scale and massing to the existing rail-related features currently within the vicinity of the property.

Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary, as construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

Under Alternatives 1, 2, 3, and 4, the Project would have no adverse effects/impacts to the Bellflower Depot. The Project would not physically alter or modify the depot building.

In the area of Bellflower Depot, the Project would be located at-grade within the existing PEROW. To accommodate the realignment of the Bellflower Bike Path, grade crossing modifications along Bellflower Boulevard, and track construction, the Project would result in the take of the parcel on which the Bellflower Depot is located (APN: 7109009903). Technical studies indicate that operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds in the area of the Bellflower Depot (FTA 2018; Metro 2021c).

While Alternatives 1, 2, 3, and 4 would introduce permanent visual elements in the area of the Bellflower Depot, these elements are consistent in scale and design with the already surrounding urban environment, which is a former light rail corridor. New permanent visual elements include an 8-foot-tall sound wall at-grade along the northern perimeter of the PEROW, catenary poles and wires, and fences. Alternatives 1, 2, 3, and 4 would additionally result in the development of the new Bellflower Station within the center of the PEROW. Parking would be located to the north of the PEROW on the west side of Bellflower Boulevard. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. North-facing views of the original Bellflower Pacific Electric Station would remain available south of the PEROW.

Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary as construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Alternatives 1, 2, 3, and 4 would not alter any of the characteristics of the Bellflower Depot that qualify it for inclusion in the NRHP. None of the alternatives would diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. Under Alternatives 1, 2, 3, and 4, the Project would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, no impact to historical resources.

Minimization/Mitigation Measures

Under Alternatives 1, 2, 3, and 4, there would be no direct or indirect adverse effects/impacts to the Bellflower Depot building, either during construction or operation. Therefore, no adverse effect/impact is anticipated, and no minimization/mitigation measures are required.

10040 Flora Vista Street, Bellflower

Map Reference No. 28-009

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, 3, and 4, the property at 10040 Flora Vista Street in Bellflower (Figure 5-76 and Figure 5-77) is an irregularly shaped parcel containing a single-family residence and detached garage. Designed in the Storybook style, the residence exhibits a style of architecture that emerged in the Los Angeles region during the 1920s and was inspired in part by fairytales, the Hollywood film industry, and the artistry employed in movie sets. The property is eligible for listing in the in the NRHP and CRHR under Criteria C/3 because it embodies the distinctive characteristics of Storybook-style residential architecture. Its period of significance is 1931, the year of its construction. The property's surroundings are suburban and largely residential, although it is bounded on the west by a small business park that was constructed in 1988 and on the east by the SCE Cortuna Substation, completed in 1964. Across Flora Vista Street to the north are several residential properties of a similar scale (constructed between 1925 and 1964), while the abandoned PEROW traces the property's rear boundary. Development on adjacent properties is incompatible in scale, function, and style with the residence at 10040 Flora Vista Street and has impaired the property's integrity of design. However, alterations to the property are relatively few and are concentrated at the rear. The residence still has many of its primary character-defining features, including steeply pitched roofs, flared eaves, an asymmetrical façade, irregular massing, stucco exterior, chimney, metal hardware in the form of a speakeasy on the primary entry door, and the original wood-sash multi-paned and narrow vertical windows. As a result, the property retains integrity of location, association, design, setting, materials, workmanship, and feeling.

Figure 5-76. 10040 Flora Vista Street North Elevation



Source: Rincon 2018

Figure 5-77. Current View of 10040 Flora Vista Street and its Surroundings

Source: Rincon 2019

Project Activities in the Vicinity of the Property

The project alignment within Alternatives 1, 2, 3, and 4 would be slightly above grade, transitioning from at-grade into an aerial viaduct within the existing PEROW. The PEROW is located directly to the south of the property, which faces north toward Flora Vista Street. The property is not subject to any temporary or permanent easements or displacement. The Project would introduce new permanent visual elements consisting of a roughly 10-foot-tall retaining/sound wall along the aerial viaduct. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary as construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

Under Alternatives 1, 2, 3, and 4, the Project would have no adverse effect under Section 106 and no impacts under CEQA to 10040 Flora Vista Street. Alternatives 1, 2, 3, and 4 include no direct physical alteration or modification to the building. Alternatives 1, 2, 3, and 4 would introduce new permanent visual elements consisting of a 10-foot-tall retaining/sound wall and the ascending aerial viaduct as it transitions from at-grade. The view from the primary eastern elevation would be unobstructed by the retaining/sound wall and aerial viaduct, which would be constructed at the rear elevation of the historic property/historical resource. The introduction of the aerial structure and its associated features is compatible with the surrounding mixed-use setting, which includes numerous utility poles, rail lines, rail

crossing gates, and industrial and commercial properties. The historic building would remain visible from Flora Vista. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

Operational vibration levels related to Alternatives 1, 2, 3, and 4 would not exceed FTA thresholds near the historic property/historical resource (FTA 2018; Metro 2021c). Operation sound levels and are considered moderate for the property; however, they would not result in an adverse effect/impact to the historic property/historical resource as the property is significant for its architecture and a sense of quiet is not considered a characteristic of its historical significance.

Alternatives 1, 2, 3, and 4 would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, and association. Alternatives 1, 2, 3, and 4 would result in a Section 106 finding of no adverse effect to historic properties and under CEQA, a finding of no impact to historical resources for 10040 Flora Vista Street.

Minimization/Mitigation Measures

There would be no direct or indirect adverse effects/impacts to 10040 Flora Vista Street as a result of Alternatives 1, 2, 3, and 4, either during construction or operation. Therefore, no adverse effect/impact is anticipated and no minimization/mitigation measures are required.

Union Pacific Los Angeles River Rail Bridge, South Gate

Map Reference No. 17-006

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the Union Pacific Los Angeles River Bridge is a subdivided Warren through truss rail bridge constructed in 1932 (Figure 5-78). In the late nineteenth century, the Los Angeles Terminal Railway built a bridge on this line crossing the Los Angeles River at or near the site of the subject resource, at a location just north of the river's confluence with the Rio Hondo channel. The subject bridge was completed around the time the County of Los Angeles and the U.S. Army Corps of Engineers channelized nearby parts of the river (Bridgehunter.com 2018; Gumprecht 1999; United States Geological Survey 1925; 1936). Although Warren truss bridges are relatively common nationally—especially among bridges built after 1920—the subdivided Warren truss sub-type, of which this bridge is an example, is much rarer (Parsons Brinckerhoff 2004). At an unusual length of seven spans, the bridge is eligible for listing in the NRHP and CRHR under Criteria C/3 and for local designation under City of South Gate Criteria E as an excellent and rare example of a subdivided Warren truss steel bridge. The subject resource's surroundings are primarily characterized by the Los Angeles River, over which it passes. The river was channelized in this area in the early-to-mid-1930s and paved soon thereafter. In recent years, a bicycle path was constructed along its banks. It passes beneath the northwest end of the bridge. Development on both sides of the river includes a mix of industrial and residential properties, most of which date from after World War II. Furthermore, the southeast end of the bridge terminates near an elevated section of the

Figure 5-78. Union Pacific Los Angeles River Bridge Taken from the North Side of the Rio Hondo, South-Facing



Source: Rincon 2018

I-710 freeway, which was constructed sometime between 1954 and 1963 (Netronline 2018). While development during the latter half of the twentieth century has somewhat diminished the subject bridge's integrity of setting, it has been subject to no substantial alterations and retains its integrity of location, design, materials, workmanship, feeling, and association. Its character-defining features, including steel trusswork, railroad tracks, and concrete piers, remain intact, and the bridge continues to convey its historical significance.

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of the Union Pacific Los Angeles River Bridge. The Project would require construction of a new railroad bridge crossing over the Los Angeles River. The existing Union Pacific Los Angeles River Bridge would remain intact and continue to be used for freight operations. The new railroad bridge would be constructed to the north of the existing structure. Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c). The Project would introduce new permanent visual elements within the ROW, including the new rail bridge, additional rail tracks, sound walls, and catenary poles and wires. These visual elements would be similar in scale and massing to the existing rail-related features currently within the vicinity of the bridge.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, this alternative would result in a Section 106 finding of no effect to historic properties and

a CEQA finding of no impact to historical resources for the Union Pacific Los Angeles River Bridge. The analysis performed for this study and summarized below indicates that Alternatives 1, 2, and 3 would result in a Section 106 finding of no adverse effect to historic properties and a CEQA finding of no impact to historical resources for the Union Pacific Los Angeles River Bridge.

Under Alternatives 1, 2, and 3, the Project would not physically alter the existing bridge, which would remain intact. New permanent visual elements consisting of the bridge and sound walls would be introduced. While the new bridge would partially obstruct views to and from the historic rail bridge, which is situated south of the new bridge, the introduction of the structure and its associated features is compatible with the surrounding industrial setting, which includes numerous transmission lines, rail lines, and industrial and commercial properties. Mid-ground views of the existing bridge, currently available at an angle along Imperial Highway and Garfield Avenue, would also remain. The scale and massing of the new bridge would be larger than that of the existing bridge; however, the new bridge would be compatible and fit with the visual character and context of the concrete-lined flood control channel. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. Operational noise and vibration levels related to the aerial structure and TPSS would not exceed FTA thresholds near the property (FTA 2018; Metro 2021c). While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

Alternatives 1, 2, and 3 would not alter any of the characteristics of the Union Pacific Los Angeles River Bridge that qualify it for inclusion in the NRHP, CRHR, and for local designation. Under these alternatives, the Project would not diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. Alternatives 1, 2, and 3 would therefore result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources for the purposes of CEQA.

Minimization/Mitigation Measures

There would be no direct or indirect adverse effects/impacts to the Union Pacific Los Angeles River Bridge as a result of Alternatives 1, 2, and 3, either during construction or operation. Therefore, there would be no adverse effect/impact and no minimization/mitigation measures are required.

Our Lady of the Rosary Church/14813-14819 Paramount Boulevard, Paramount

Map Reference No. 24-001

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, 3 and 4, Our Lady of the Rosary church and elementary school campus consists of approximately 11 buildings sited around a central paved parking lot and adjacent playing field. Campus buildings feature many common elements representative of their unique Mid-Century Modern and Mediterranean Revival hybrid design. The focal point of the property is the two-story church building, centrally located on the eastern edge of the campus (Figure 5-79). The church was designed by J.E. Trudeau, a highly experienced and prolific designer of churches in Southern California. The Our Lady of the Rosary church building is eligible for listing in the NRHP and CRHR under Criteria C/3 as an interesting blend of Mid-Century Modern design with Mediterranean Revival influence as applied to a church building that is rare in the City of Paramount. Its period of significance spans the years of the church and school's construction: 1948 to 1952. Located on an urban thoroughfare, the property is flanked by a drive-in theater and business park. It fronts a row of smaller commercial and residential properties. Because much nearby construction postdates the completion of the church by decades, its integrity of setting is diminished. However, visible changes to the church and surrounding school buildings have been minimal and do not detract from the church's character-defining features, which include its board-formed-concrete construction, barrel tile roof cladding, stone veneer wall cladding, triangular-arch window openings, zig-zag porch roof with statue, and bell tower consisting of triangular-arch forms and topped with a cross. The church possesses enough integrity of location, design, materials, workmanship, feeling, and association to convey its historical significance. Only the church building itself is considered a historic property/historical resource.

Project Activities in the Vicinity of the Property

The project alignment within Alternatives 1, 2, 3, and 4 would be constructed in an aerial viaduct within the existing PEROW. The alignment would be located approximately one-third of a mile north of the church property.

Not part of the base alignment, the proposed Paramount MSF would be located directly to the west (rear) of the historic property/historical resource. The Paramount MSF would be surrounded by fencing. The church sanctuary is located at the eastern end of the property and would be separated from the proposed Paramount MSF by a parking lot and grassy field located at the rear of the church property. The property is not subject to any temporary or permanent easements or displacement. Construction and operational noise and vibration levels related to the Paramount MSF would not exceed FTA thresholds (FTA 2018; Metro 2021c).

Figure 5-79. Our Lady of the Rosary Church Building, Primary (East) and South Elevations



Source: Rincon 2018

Assessment of Effects/Impacts

Under Alternatives 1, 2, 3, and 4, the Project would have no adverse effect under Section 106 and no impacts under CEQA to the Our Lady of the Rosary church building. The Project would not physically alter the church building or its surrounding campus property. At its closest point, the alignment would be located one-third mile north of the church; there are no construction or operational noise, vibration, or visual effects/impacts from the aerial viaduct. The church is significant for its architecture, and none of its character-defining features would be altered by Alternatives 1, 2, 3, and 4. While a sense of quiet is not a character-defining feature of the property, operational noise and vibration levels related to the Paramount MSF would not exceed FTA thresholds (FTA 2018; Metro 2021c).

If selected, the construction and operation of the proposed Paramount MSF would not result in adverse effects/impacts to the church. The property on which the Paramount MSF is proposed is currently of mixed commercial and industrial use and it is occupied by a variety of buildings and structures that include a large-scale abandoned industrial site (Figure 5-80). As the Paramount MSF would be located in an area of mixed commercial and industrial uses, construction of the facility would not impede the visual character and quality of the area. Additionally, construction-related visual elements would be temporary in nature and would be removed entirely following construction. The scale and massing of the proposed Paramount MSF site would be consistent with the current industrial and commercial environment that surrounds the church. The view from the primary eastern elevation along Paramount Boulevard would be unobstructed by the MSF, which would be constructed at the rear elevation of the historic property/historical resource. Therefore, visual effects/impacts are not anticipated from its operation.

Figure 5-80. Current View Toward the Rear of the Campus Property; the Proposed Paramount MSF would be Located Approximately 600 Feet West of Photograph Location



Source: Rincon 2019

Under Alternatives 1, 2, 3, and 4, the Project would not alter any of the characteristics of the Our Lady of the Rosary church building that qualify it for inclusion in the NRHP and CRHR. The Project would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. Alternatives 1, 2, 3, and 4 would therefore result in no adverse effect for the purposes of Section 106 and for CEQA, no impact to historical resources.

Minimization/Mitigation Measures

Under Alternatives 1, 2, 3, and 4, there would be no adverse effects/impacts to the Our Lady of the Rosary church building as a result of the Project, either during construction or operation. Therefore, no adverse effect/impact would occur, and no minimization/mitigation measures are required.

6000 Alameda Street, Huntington Park

Map Reference No. 9-015

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, 6000 Alameda Street is a two-story, daylight factory building developed for the National Automatic Pan Corporation in 1925 (Figure 5-81). Located at the northeast corner of the intersection of Alameda and Randolph Streets in Huntington Park, the brick-clad building features a saw-tooth roof and expanses of steel industrial sash windows, character-defining elements of the daylight factory building type that allowed for the maximum penetration of natural light into interior workspaces. In 1929, the building was augmented with a one-story, north-elevation addition that is consistent with the building's original design and is a contributing element to its historical significance. The building is eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 as an intact example of a daylight factory building. Its period of significance begins with its original construction in 1925 and concludes with the completion of the 1929 addition. Located in an urban, industrial area, the property occupies nearly half a city block. It fronts an Alameda Corridor rail trench completed in recent years and is paralleled by the railroad right-of-way that runs down the center of Randolph Street. Nearby properties are similar in scale and function to 6000 Alameda Street and mostly date from between the 1920s and 1980s. Despite some recent construction, including the rail trench, the property still has a high level of integrity of setting. Its integrity of design, however, was somewhat compromised with the construction of a rear addition in the 1950s or 1960s. Visible alterations elsewhere on the building are relatively minor and do not diminish the building's overall integrity of design, and the property also retains its integrity of location, materials, workmanship, feeling, and association.

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of 6000 Alameda Street. The Project under Alternatives 1, 2, and 3 would be located at-grade along Randolph Street. Alternatives 1, 2, and 3 would require improvements to the existing grade crossing at the intersection of Randolph Street and Alameda Street, which would result in a minor, partial take from the curbside along Randolph Street. Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c).

Under these alternatives, the Project would introduce new permanent visual elements within the ROW, including additional rail tracks, fencing, pedestrian crossing gates, a grade crossing house, and catenary poles and wires. These visual elements are similar in scale and massing to the existing rail-related features currently in the vicinity of the property.

Figure 5-81. 6000 Alameda Street, South Elevation



Source: Rincon 2018

Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, Alternative 4 would result in no effect to historic properties under Section 106 and no impact to historical resources under CEQA for 6000 Alameda Street. Under Alternatives 1, 2, and 3, the Project would have no adverse effect to historic properties under Section 106 and no impact to historical resources under CEQA for 6000 Alameda Street.

Alternatives 1, 2, and 3 would not physically alter or modify 6000 Alameda Street. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

Alternatives 1, 2, and 3, would not alter any of the characteristics of 6000 Alameda Street that qualify it for inclusion in the NRHP, CRHR, or for local designation and would not diminish the property's integrity of location, design, setting, materials, workmanship, feeling, and association. Alternatives 1, 2, and 3 would therefore result in no adverse effect to historic properties for the purposes of Section 106 and no impact to historical resources under CEQA.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would not have an adverse construction or operational effect/impact on this historic property/historical resource. No minimization/mitigation measures are required.

6101 Santa Fe Avenue, Huntington Park

Map Reference No. 10-012

Description and Designation Status of Historic Property

Situated in the APE for Alternatives 1, 2, and 3, 6101 Santa Fe Avenue is a one-story daylight factory building developed by the Sav-A-Day Laundry Company in 1928 (Figure 5-82 and Figure 5-83). An addition completed in 1936 roughly doubled the size of the building, while maintaining a design consistent with the original exterior. The building is eligible for listing in the NRHP, CRHR, and the Huntington Park Historic Register under Criteria C/3/3 as a rare, intact example of an architecturally styled, pre-World War II industrial building in Huntington Park. Its period of significance is 1928 to 1936, spanning the years between its original construction and the completion of the addition. Located across the street from the railroad right-of-way and bounded on the south and west by residential properties dating from the 1920s, the subject building retains integrity of location, setting, materials, workmanship, feeling, and association. While the addition completed in 1936 nearly doubled the building's size, it is consistent with the original design and architectural style and contributes to the building's historical significance. Character-defining features include regular massing and large industrial sash windows indicative of the daylight factory type and simple fluted columns that suggest an Art Deco influence.

Figure 5-82. 6101 Santa Fe Avenue



Source: Rincon 2018

Figure 5-83. View of 6101 Santa Fe Avenue and its Current Surroundings and Relationship to the ROW



Source: Rincon 2019

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of 6101 Santa Fe Avenue. The project alignment within Alternatives 1, 2, and 3 would be constructed at-grade within the existing La Habra Branch ROW in the median of Randolph Street. Alternatives 1, 2, and 3 would introduce new permanent visual elements within the ROW, including rail tracks, sound walls, a grade crossing house, and catenary poles and wires. The existing grade crossing/separation would be improved at the Santa Fe Avenue and Randolph Street intersection, which would be visible from 6101 Santa Fe Avenue. A small portion of the property's northeast corner would be acquired to accommodate slight alterations to the ROW and sidewalk necessary due to grade crossing/separation improvements.

Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that would contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

No project activities would occur in the vicinity of the property/resource under Alternative 4. Therefore, Alternative 4 would result in no effect to historic properties under Section 106 and no impact to historical resources under CEQA for 6101 Santa Fe Avenue. Alternatives 1, 2,

and 3 would result in no adverse effect to historic properties for the purposes of Section 106 and no impact to historical resources under CEQA for 6101 Santa Fe Avenue.

While a small portion of 6101 Santa Fe Avenue would be acquired to accommodate the Project, the building located on the property would not be physically altered or modified by Alternatives 1, 2, and 3. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area. As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects/impacts from construction.

Alternatives 1, 2, and 3 would not alter any of the characteristics of 6101 Santa Fe Avenue that qualify it for inclusion in the NRHP, CRHR, or local designation. Alternatives 1, 2, and 3 would not diminish the integrity of the 6101 Santa Fe Avenue's location, design, setting, materials, workmanship, feeling, and association. Therefore, Alternatives 1, 2, and 3 would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA for 6101 Santa Fe Avenue.

Minimization/Mitigation Measures

Under Alternatives 1, 2, and 3, there would be no direct or indirect adverse effects/impacts to 6101 Santa Fe Avenue as a result of the Project, either during construction or operation. Therefore, under Alternatives 1, 2, and 3 no adverse effect/impact would occur and no minimization/mitigation measures are required.

2860 Randolph Street, Huntington Park

Map Reference No. 10-017

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the property at 2860 Randolph Street consists of a Tudor Revival-style single-family residence, a detached garage, and an apartment building at the rear of the parcel built with no discernible style (Figure 5-84). The single-family residence and detached garage date from 1926, while the apartment building was built in 1953. The single-family residence is eligible for listing in the NRHP and CRHR at the local level of significance, and for listing in the Huntington Park Historic Register under Criteria C/3/3 as a good example of a Tudor Revival-style residence. Its period of significance is 1926, its year of construction. Located across the street from the railroad right-of-way and flanked by two residences dating from the first quarter of the twentieth century, the single-family residence retains integrity of location, design, workmanship, feeling, and association.

Although some of the windows have been replaced, the residence retains the key exterior materials that help convey its significance, and thus retains much of its integrity of materials. The apartment building at the rear of the property is not visible from the street due to the height of the residence's steeply pitched roof. Character-defining features exemplary of the Tudor Revival style include its wing-and-gable form with a steeply pitched, sweeping roofline, false half-timbering, twin dormers with steeply pitched gabled roofs, an arched door with speakeasy at the primary entry, an arched niche containing a lantern on the façade, a gable-wall chimney, and groupings of double-hung windows with wooden casings. The detached garage and apartment building are ineligible for listing because they lack architectural distinction and historical significance.

Figure 5-84. 2860 Randolph Street Primary (North) and East Elevations



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of 2860 Randolph Street. The project alignment within Alternatives 1, 2, and 3 would be constructed at-grade within the existing La Habra Branch ROW in the median of Randolph Street. The Project would introduce new permanent visual elements within the ROW, including rail tracks, a grade crossing house, and catenary poles and wires. The existing grade crossing/separation would be improved at the Miles Avenue and Randolph Street intersection to the west of 2860 Randolph Street. The property would not be subject to any temporary or permanent easements or displacement. Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, Alternative 4 would result in no effect to historic properties for the purposes of Section 106 and no impact to historical resources under CEQA for 2860 Randolph Street. Alternatives 1, 2, and 3 would result in no adverse effect to historic properties under Section 106 and under CEQA, no impact to historical resources for 2860 Randolph Street.

Operational vibration levels related to Alternatives 1, 2, and 3 would not exceed FTA thresholds near the historic property/historical resource (FTA 2018; Metro 2021c). Alternatives 1, 2, and 3 would not physically alter or modify 2860 Randolph Street. New permanent visual elements consisting of rail tracks, a grade crossing house, and catenary poles and wires would be introduced. However, these elements would be consistent with the existing setting and would not visually obstruct existing view to and from the historic property/historical resource. The addition of project-related visual elements from both construction and operation would not diminish the property's integrity of location, design, workmanship, feeling, and association.

The addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction. Alternatives 1, 2, and 3 would not alter any of the characteristics of 2860 Randolph Street that qualify it for inclusion in the NRHP, CRHR, and for local designation. The property's integrity of location, design, setting, materials, workmanship, feeling, and association would not be diminished. Under Alternatives 1, 2, and 3, the Project would result in no adverse effect to historic properties for the purposes of Section 106 and no impact on historical resources under CEQA.

Minimization/Mitigation Measures

Under Alternatives 1, 2, and 3, there would be no adverse effects/impacts to 2860 Randolph Street, either during construction or operation. Therefore, Alternatives 1, 2, and 3 would result in no adverse effect/impact and no minimization/mitigation measures are required.

6300-6302 State Street, Huntington Park

Map Reference No. 11-018

Description and Designation Status of Historic Property

Located in the APE for Alternatives 1, 2, and 3, the Spanish Colonial Revival-style bungalow court at 6300 State Street consists of two single-story multi-family residential buildings at the front of the property and a pair of two-story apartment buildings at the rear (Figure 5-85). Built on a symmetrical plan, the buildings flank a central driveway running nearly the entire length of the parcel. The property is eligible for listing in the NRHP, CRHR, and the Huntington Park Historic Register under Criteria C/3/3 at the local level of significance as a good example of a Spanish Colonial Revival-style bungalow court. Its period of significance is 1929, the year it was developed. The property is located in an urban, residential area consisting mostly of one- and two-story properties dating from the 1920s through the 1940s. Sometime between 1980 and 1994, San Antonio Elementary School was constructed immediately to the north of 6300 State Street, diminishing somewhat the resource's integrity of setting and feeling. However, aside from the replacement of windows, there are no visible alterations to the buildings or the property's overall plan, and the property retains its integrity of location, design, materials, workmanship, and association. Character-defining features include stucco wall cladding, pent roofs clad with barrel tile over windows, and tower-like elements at the corners of the façade. In addition, the property's overall plan—featuring two rows of dwellings facing each other across a central courtyard—is characteristic of the double-bar parti-type bungalow court.

Figure 5-85. 6300-6302 State Street



Source: Rincon 2018

Project Activities in the Vicinity of the Property

Under Alternative 4, no project-related activities would occur in the vicinity of 6300 State Street. The project alignment within Alternatives 1, 2, and 3 would be constructed at-grade along the La Habra Branch ROW in the Randolph Street median. The property is located approximately 650 feet south of the alignment. The nearest aboveground construction activity would occur to the north of the property within the State Street ROW, which would require improvements to curbing along the ROW for the grade crossing at Randolph Street and State Street. The property would not be subject to any temporary or permanent easements or displacement.

Assessment of Effects/Impacts

As no project activities would occur in the vicinity of the property/resource under Alternative 4, Alternative 4 would result in no effect to historic properties under Section 106 and no impact to historical resources for 6300 State Street under CEQA. Alternatives 1, 2, and 3 would result in a finding of no adverse effect to historic properties under Section 106 and under CEQA, no impact to historical resources for 6300-6302 State Street from either construction or operational activities.

Alternatives 1, 2, and 3 would not physically alter or modify the property, nor is the property subject to any temporary or permanent easements or displacement. The rail ROW is located approximately 650 feet north of 6300-6302 State Street; operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c).

Construction activities would primarily occur within the rail ROW and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security

fences would be removed once construction is completed. The temporary addition of these visual elements would not permanently alter or diminish the property's historic integrity and would not result in an adverse effect/impact to the historic property/historical resource.

Alternatives 1, 2, and 3 would not alter any of the characteristics of 6300-6302 State Street that qualify it for inclusion in the NRHP, CRHR, or for local designation, nor would it diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, under these alternatives, the Project would result in a Section 106 finding of no adverse effect to historic properties and no impact to historical resources under CEQA.

Minimization/Mitigation Measures

Alternatives 1, 2, and 3 would result in a finding of no adverse effect/impact to historic properties/historical resources to 6300-6302 State Street. Therefore, no minimization/mitigation measures are required.

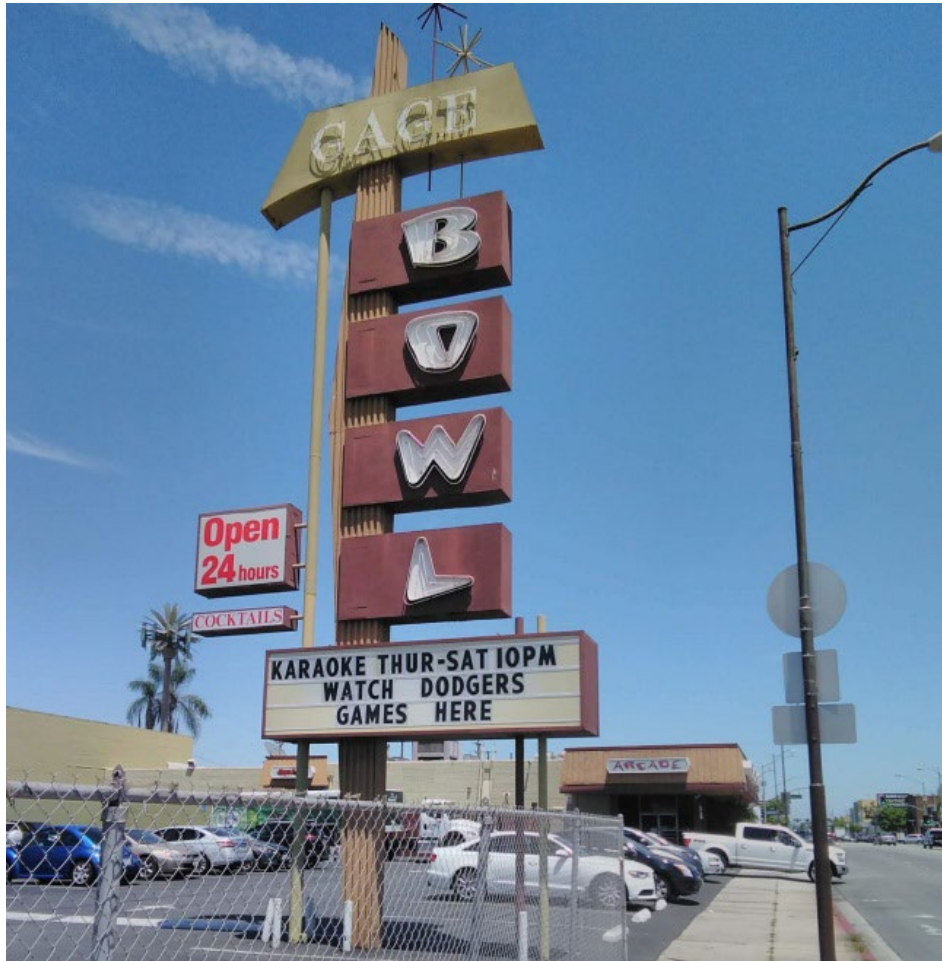
3477 East Gage Avenue, Huntington Park

Map Reference No. 13-003

Description and Designation Status of Historical Resource

Located in the APE for Alternatives 1, 2 and 3, the subject property consists of a bowling center constructed in 1960 and an associated freestanding commercial sign built in ca. 1960. The freestanding sign, which announces "Gage Bowl," features neon lettering and bears many hallmarks of the Googie style (Figure 5-86). The sign alone is eligible for listing in the CRHR under Criteria 3, and the Huntington Park Historic Register under Criteria 3 as a good example of a Googie-style commercial sign. Its period of significance is ca. 1960, its estimated year of construction. The bowling center building is ineligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under any significance criteria because it lacks architectural distinction and historical significance. The sign's character-defining features include the supporting metal pylon, channel letters with neon illumination, bold geometric forms, star-shaped ornaments, and a double-faced reader board. Although some plastic sign and reader board panels have been replaced, the sign retains excellent integrity to its original design. Located on a major thoroughfare and surrounded by mixed uses, including commercial, residential, and industrial properties, the sign also retains integrity of location, setting, feeling, and association. However, due to the replacement of several plastic panels, its integrity of materials and workmanship has been diminished and, therefore, it is ineligible for listing in the NRHP.

Figure 5-86. 3477 East Gage Avenue



Source: Rincon 2018

Project Activities in the Vicinity of Property

Under Alternative 4, no project-related activities would occur in the vicinity of the Gage Bowl sign. The project alignment within Alternatives 1, 2, and 3 would be located at-grade in the existing San Pedro Subdivision ROW, which is adjacent to the Gage Bowl parking lot. Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c).

Alternatives 1, 2, and 3 would introduce new permanent visual elements within the ROW, including additional rail tracks, fencing, pedestrian crossing gates, grade crossing and trail control houses, and catenary poles and wires. These visual elements would be similar in scale and massing to the existing rail-related features currently within the vicinity of the property.

Construction activities would primarily occur within the public and rail ROWs and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary since construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Assessment of Impacts

The property is eligible for the CRHR and local designation and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed. As no project activities would occur in the vicinity of the resource under Alternative 4, this alternative would result in a CEQA finding of no impact to historical resources for the Gage Bowl sign. Alternatives 1, 2, and 3 would also result in a CEQA finding of no impact to historical resources for the Gage Bowl sign from either construction or operational activities.

Alternatives 1, 2, and 3 would not physically alter the Gage Bowl sign. Alternatives 1, 2, and 3 would be located at-grade and would require improvements to the existing grade crossing at Gage Avenue, which intersects with the existing San Pedro Subdivision ROW. Under Alternatives 1, 2, and 3, the Project would introduce new permanent visual elements within the rail ROW, including additional rail tracks, pedestrian crossing gates, grade crossing and train control houses, and catenary poles and wires. These visual elements would be similar in scale and massing to the existing setting, which includes extant rail-related features and surrounding industrial and institutional properties. The addition of these elements would not diminish the resource's integrity of setting, feeling, or association, and would not detract from the character and quality of the area. Further, the addition of these features would not physically alter the historical resource in any way. Alternatives 1, 2, and 3 would be located approximately 85 feet west of the historic sign. Operational noise and vibration levels related to the at-grade rail and grade crossing would not exceed FTA thresholds (FTA 2018; Metro 2021c).

Construction activities would primarily occur within the rail ROW and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary, as construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed. While temporary, the addition of these visual elements would not permanently alter or diminish the property's historic integrity and would result in a CEQA finding of no impact to historical resources for the Gage Bowl sign.

Minimization/Mitigation Measures

Under Alternatives 1, 2, and 3, there would be no direct or indirect impacts to the Gage Bowl sign, either during construction or operation. Therefore, no mitigation measures are required.

The Frampton-Dantema House/81644 Alburdis Avenue, Artesia

Map Reference No. 32-021

Description and Designation Status of Historical Resource

Located in the APE for Alternatives 1, 2, 3, and 4, 81644 Alburdis Avenue consists of two buildings situated on a parcel at the corner of Alburdis Avenue and 187th Street in Artesia. The primary building is a Spanish Colonial Revival-style former residence originally constructed in 1929 by Arthur E. and Helen G. Frampton on Pioneer Boulevard in Artesia (Figure 5-87). It was moved to its current location in 2003 by the Artesia Historical Society and the City of Artesia. The property includes an ancillary building constructed in 2011 that contains restroom facilities. 81644 Alburdis Avenue is one of two properties that contribute to the Artesia Historic District, adopted by ordinance in 2014 (the other contributing property to the Artesia Historic District is located outside the APE). Despite its local designation as a historic district contributor, a formal evaluation for the resource was not identified, and the property has not been previously evaluated for listing in the NRHP and CRHR. The research conducted for this study indicates that while the property remains eligible for local historic designation as a contributing resource to the Artesia Historic District, it is ineligible for listing in the NRHP and CRHR primarily because of its relocation, which resulted in reduced integrity of location, setting, feeling, and association. It does retain some integrity of design, materials, and workmanship. The property does not meet CRHR Special Considerations or NRHP Criteria Consideration B, both which relate to the evaluation of relocated resources. As a good example of a 1920s Spanish Colonial Revival-style home, the Frampton-Dantema House appears to be eligible for inclusion in a Historic District Zone in the City of Artesia as a building that has special architectural significance (City of Artesia Ord. 709, § 7). Therefore, the resource has been assigned a California Historical Resource Status Code 5D1. The ancillary building does not contribute to the resource's historical significance, and the period of significance is the year of the Frampton-Dantema House's construction, 1929. Its character-defining features include its asymmetrical plan, gabled roof clad with barrel tile, exposed rafter tails, stucco exterior, covered porch with wooden posts and carved brackets, chimney, and wooden double-hung and casement windows.

Project Activities in the Vicinity of the Property

The project alignment within Alternatives 1, 2, 3, and 4 would be located at-grade in the existing PEROW, which is to the north, adjacent to the Frampton-Dantema House (Figure 5-88). The Project would require construction of an at-grade crossing at 187th Street. The Pioneer Station would be constructed to the east of the property, across 187th Street. The Project would introduce new permanent visual elements within the ROW, including the Pioneer Station, 8-foot sound walls along the north and south sides of the PEROW, additional rail tracks, crossing gates, a grade crossing house, and catenary poles and wires. Construction activities would primarily occur within the public and rail ROWs and would only temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. These visual changes would be temporary as construction equipment, construction vehicles, barricades, and security fences would be removed once construction is completed.

Figure 5-87. Primary Building at 81644 Albutis Avenue; South and West Elevation



Source: Rincon 2019

Figure 5-88. 81644 Albutis Avenue and its Relationship to the Existing PEROW (North of the Pictured Green Fence)



Source: Rincon 2019

Assessment of Impacts

The Frampton-Dantema House is eligible for local designation only and is considered a historical resource under CEQA. It is not considered a historic property under Section 106 and, therefore, effects were not analyzed.

Alternatives 1, 2, 3, and 4 would have no impact to the Frampton-Dantema House. The Project would not physically modify the building. Operational vibration levels related to the Project would not exceed FTA thresholds near the historical resource (FTA 2018; Metro 2021c). The Project would introduce new permanent visual elements consisting of 8-foot-tall sound walls along the north and south sides of the ROW. New rail tracks, a grade crossing house, and catenary poles and wires would be consistent with the existing setting and would not visually obstruct the existing view to or from the historical resource (Figure 5-89). The sound walls would obstruct views to the historical residence from the north side of 187th Street. Although the sound walls would partially obscure the view shed of the Frampton-Dantema House, the addition of these project-related visual elements from both construction and operation would not diminish the property's integrity of location, design, workmanship, feeling, and association.

Figure 5-89. 81644 Alburdis Avenue and Current Surrounding Environment



Source: Rincon 2019

As they would be temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction.

Alternatives 1, 2, 3, and 4 would not alter any of the characteristics of the Frampton-Dantema House that qualify it for local designation. The Project would not diminish the integrity of the resource's location, design, setting, materials, workmanship, feeling, and association. Alternatives 1, 2, 3, and 4 would result in no impact to this historical resource for the purposes of CEQA. Additionally, as the individual resource would not be impacted, Alternatives 1, 2, 3, and 4 would result in no impact to historical resources under CEQA for the Artesia Historic District.

Minimization/Mitigation Measures

Because Alternatives 1, 2, 3, and 4 would not alter any of the characteristics of the Frampton-Dantema House that qualify it for local designation, the Project would not have a construction or operational impact on this historical resource and no mitigation is required.

Table 5.2. Summary of Preliminary Findings for Built Environment Historic Properties/Historical Resources

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
900 North Alameda Street, Los Angeles (Los Angeles Terminal Annex Post Office/P-19-170973)	1-006	1	Direct APE	No adverse effect	No impact to historical resources	None required
750-800 North Alameda Street, Los Angeles (Los Angeles Union Passenger Terminal/P-19-171159)	1-007	1	Direct and Architectural APE	No adverse effect	Potentially significant; less than significant impact with mitigation incorporated (CR-6)	CR-6
750-800 North Alameda Street, Los Angeles (Los Angeles Union Passenger Terminal/P-19-171159)	1-007	Design Option 1	Direct and Architectural APE	No adverse effect	Less than significant impact to historical resources	None required
216 South Alameda Street, Los Angeles (John A. Roebling's Sons Co./P-19-190521)	2-003 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
701 East 3rd Street, Los Angeles	2-004 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
312 South Alameda Street, Los Angeles	2-005 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
400 South Alameda Street, Los Angeles	2-006 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
422, 426, 430 South Alameda Street Los Angeles	2-008 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
436 South Alameda Street, Los Angeles	2-009 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
440 South Alameda Street, Los Angeles	2-010 ¹	1	Architectural APE	No effect	No impact to historical resources	None required

5 Effects/Impacts Analysis

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
500 South Alameda Street, Los Angeles	2-011	1	Architectural APE	No effect	No impact to historical resources	None required
542 South Alameda Street, Los Angeles	2-013 ¹	1	Architectural APE	No effect	No impact to historical resources	None required
Air Raid Siren No. 65	2-015	2	Direct APE	No effect	No impact to historical resources	None required
757 South Flower Street, Los Angeles	3-002	2	Architectural APE	No adverse effect	No impact to historical resources	None required
801 South Flower Street, Los Angeles	3-004	2	Direct APE	Not applicable (801 S. Flower is not a historic property)	Potentially significant; less than significant impact with mitigation incorporated (CR-6)	CR-6
Air Raid Siren No. 5	3-006	2	Direct APE	No effect	No impact to historical resources	None required
South Hope Street Streetlights (South Hope Street at West 8th Street, Los Angeles)	3-007	2	Direct APE	Not applicable (S. Hope St. Streetlights is not a historic property)	No impact to historical resources	None required
423 West 8th Street, Los Angeles (Bristol Hotel/P-19-172418)	3-008	2	Architectural APE	Not applicable (423 W. 8th St. is not a historic property)	No impact to historical resources	None required
419½ West 8th Street, Los Angeles	3-009	2	Architectural APE	Not applicable (419½ W. 8th St. is not a historic property)	No impact to historical resources	None required
416 West 8th Street, Los Angeles (Commercial Exchange Building/P-19-173243)	3-010	2	Architectural APE	No adverse effect	No impact to historical resources	None required
313 West 8th Street, Los Angeles	3-013	2	Architectural APE	No adverse effect	No impact to historical resources	None required
801 South Spring Street, Los Angeles	3-014	2	Architectural APE	No adverse effect	No impact to historical resources	None required

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
756 South Spring Street, Los Angeles (Great Republic Life Building/P-19-173226)	3-015	2	Direct APE	No adverse effect	No impact to historical resources	None required
South Main Street Streetlights (South Main Street at East 8th Street, Los Angeles)	3-016	2	Direct APE	Not applicable (S. Main St. Streetlights is not a historic property)	No impact to historical resources	None required
810 South Spring Street, Los Angeles (National City Bank Building/P-19-173227)	3-017	2	Direct APE	No adverse effect	No impact to historical resources	None required
752 South Main Street, Los Angeles	3-018	2	Architectural APE	Not applicable (752 S. Main St. is not a historic property)	Impact to historical resources	None required
812 South Spring Street, Los Angeles (Gans Brothers Building/LA HCM 737)	3-019	2	Architectural APE	Not applicable (812 S. Spring St. is not a historic property)	No impact to historical resources	None required
801 South Los Angeles Street, Los Angeles	3-021	2	Direct APE	Not applicable (801 S. Los Angeles St. is not a historic property)	No impact to historical resources	None required
809 South Los Angeles Street, Los Angeles	3-022	2	Architectural APE	Not applicable (809 S. Los Angeles St. is not a historic property)	No impact to historical resources	None required
760 South Hill Street, Los Angeles (Union Bank and Trust Company Building/P-19-173194)	3-023	2	Architectural APE	No adverse effect	No impact to historical resources	None required
403 West 8th Street, Los Angeles (Garfield Building/P-19-167275)	3-024	2	Architectural APE	No adverse effect	No impact to historical resources	None required

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
301 West 8th Street, Los Angeles (Merritt Building/P-19-166998)	3-025 ²	2	Architectural APE	No adverse effect	No impact to historical resources	None required
756 South Broadway, Los Angeles (Charles C. Chapman Building/P-19-166888)	3-026 ²	2	Architectural APE	No adverse effect	No impact to historical resources	None required
800 South Broadway, Los Angeles (Tower Theater/P-19-166898)	3-027 ²	2	Architectural APE	No adverse effect	No impact to historical resources	None required
801 South Broadway, Los Angeles (Hamburger's Department Store/P-19-166869)	3-028 ²	2	Architectural APE	No adverse effect	No impact to historical resources	None required
810-830 South Flower Street, Los Angeles (Southern California Gas Complex/P-19-187004)	3-029	2	Architectural APE	No adverse effect	No impact to historical resources	None required
800 West 7th Street, Los Angeles (Barker Brothers Furniture Store/P-19-172123)	3-030 ³	2	Direct APE	No adverse effect	Potentially significant; less than significant impact with mitigation incorporated (CR-6)	CR-6
Air Raid Siren No. 10, South Los Angeles and East 8th Streets, Los Angeles	4-001	2	Direct APE	No adverse effect	No impact to historical resources	None required
508 East 8th Street, Los Angeles	4-007	2	Architectural APE	No effect	No impact to historical resources	None required
740 and 746 Towne Avenue, Los Angeles	4-021	2	Direct APE	Not applicable (740-746 Towne Ave. is not a historic property)	No impact to historical resources	None required

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
315 East 8th Street, Los Angeles (Textile Center Building/P-19-173242)	4-037	2	Architectural APE	No effect	No impact to historical resources	None required
217 East 8th Street, Los Angeles (Garment Capital Building/P-19-173240)	4-038	2	Direct APE	No adverse effect	No impact to historical resources	None required
840 South Santee Street, Los Angeles	4-039	2	Architectural APE	No adverse effect	No impact to historical resources	None required
Air Raid Siren No. 189, East 8th and McGarry Streets, Los Angeles	5-003	1 and 2	Direct APE	No effect	No impact to historical resources	None required
1753 East Olympic Boulevard, Los Angeles	5-004	1 and 2	Architectural APE	No adverse effect	No impact to historical resources	None required
1731 East Olympic Boulevard, Los Angeles	5-005	1 and 2	Architectural APE	Not applicable (1731 E. Olympic Blvd. is not a historic property)	No impact to historical resources	None required
1250 Long Beach Avenue, Los Angeles	5-009	1 and 2	Architectural APE	No adverse effect	No impact to historical resources	None required
777 South Alameda Street/1312 East 7th Street, Los Angeles (Los Angeles Union Terminal District/P-19-173255)	5-010 ⁴	1	Architectural APE	No adverse effect	No impact to historical resources	None required
777 South Alameda Street/1312 East 7th Street, Los Angeles (Los Angeles Union Terminal District/P-19-173255)	5-010 ⁴	2	Direct APE	No adverse effect	Potentially significant; less than significant impact with mitigation incorporated (CR-6)	CR-6
1608 East 15th Street, Los Angeles	6-004	1 and 2	Architectural APE	No adverse effect	No impact to historical resources	None required

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Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
1600 Compton Avenue, Los Angeles	6-006	1 and 2	Architectural APE	No adverse effect	No impact to historical resources	None required
2001 South Alameda Street, Los Angeles (Mack International Motor Truck Corporation/P-19-188191)	6-014	1 and 2	Architectural APE	No adverse effect	No impact to historical resources	None required
Air Raid Siren No. 70, East 24th Street and Long Beach Avenue, Los Angeles	6-020	1 and 2	Direct APE	No adverse effect	No impact to historical resources	None required
5024 Holmes Avenue, Los Angeles/ Pueblo Del Rio Public Housing Complex Historic District (portion of), Long Beach Avenue, Los Angeles (P 19-188179)	8-013 ⁵	1 and 2	Architectural APE	No adverse effect	No impact to historical resources	None required
6000 Alameda Street, 1978 Belgrave Avenue, and 2005 Randolph Street, Huntington Park	9-015	1, 2, and 3	Direct and Architectural APE	No adverse effect	No impact to historical resources	None required
6101 Santa Fe Avenue, Huntington Park	10-012	1, 2, and 3	Direct and Architectural APE	No adverse effect	No impact to historical resources	None required
2860 Randolph Street, Huntington Park	10-017	1, 2, and 3	Architectural APE	No adverse effect	No impact to historical resources	None required
Southern California Edison Randolph Substation (APN: 6319-021-801)	11-016	1, 2, and 3	Architectural APE	No adverse effect	No impact to historical resources	None required
6300-6302 State Street, Huntington Park	11-018	1, 2, and 3	Architectural APE	No adverse effect	No impact to historical resources	None required

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
6231 Maywood Avenue, Huntington Park	13-001	1, 2, and 3	Architectural APE	Not applicable (6231 Maywood Ave. is not a historic property)	No impact to historical resources	None required
3477 East Gage Avenue, Huntington Park	13-003	1, 2, and 3	Direct APE	Not applicable (3477 East Gage Ave. is not a historic property)	No impact to historical resources	None required
No Address; LADWP Boulder Dam-Los Angeles 287.5 kV Transmission Line (P-19-188983)	17-005	1, 2, and 3	Direct and Architectural APE	No adverse effect	No impact to historical resources	None required
Union Pacific Los Angeles River Rail Bridge, South Gate	17-006	1, 2, and 3	Direct APE	No adverse effect	No impact to historical resources	None required
No Address; Southern California Edison Long Beach to Laguna Bell Transmission Line (P-19-192309)	18-016	1, 2, and 3	Direct and Architectural APE	No adverse effect	No impact to historical resources	None required
7601 East Imperial Highway, Downey (Rancho Los Amigos Medical Center Historic District/P-19-189330)	19-013 ⁶	1, 2, and 3	Direct and Architectural APE	No adverse effect	No impact to historical resources	None required
I-105/Century Freeway-Transitway Historic District (portion of)	21-027 ⁷	1, 2, 3, and 4	Direct and Architectural APE	No adverse effect	Less than significant impact to historical resources	None required
14813-14819 Paramount Boulevard, Paramount	24-001	1, 2, 3, and 4	Architectural APE	No adverse effect	No impact to historical resources	None required
Bellflower Pacific Electric Railway Depot (P-19-186111)	28-008	1, 2, 3, and 4	Direct APE	No adverse effect	No impact to historical resources	None required

5 Effects/Impacts Analysis

Property Name/Address	Map Reference No.	Alternative	Location in APE	Section 106 Finding	CEQA Finding	Minimization/Mitigation Measure
10040 Flora Vista Street, Bellflower	28-009	1, 2, 3, and 4	Architectural APE	No adverse effect	No impact to historical resources	None required
18644 Alburdis Avenue, Artesia (Artesia Historical Museum)	32-021 ⁸	1, 2, 3, and 4	Direct APE	Not applicable (18644 Alburdis Ave. is not a historic property)	No impact to historical resources	None required

Source: Rincon 2020

Notes: ¹-Contributor to the potential Downtown Los Angeles Industrial Historic District

²-Contributor to the NRHP/CRHR-listed Broadway Theater and Commercial Historic District

³-Contributor to the potential 7th Street Commercial Historic District

⁴-Los Angeles Union Terminal Buildings Historic District

⁵-Portion of Pueblo del Rio Public Housing Complex Historic District

⁶-Rancho Los Amigos Medical Center Historic District

⁷-Portion of the I-105/Century Freeway-Transitway Historic District

⁸-Contributor to the Artesia Historic District

APE = Area of Potential Effects; CEQA=California Environmental Quality Act; Section 106=Section 106 of the National Historic Preservation Act.

Not applicable = these properties are not eligible for listing in the NRHP and, therefore, are not considered historic properties for the purposes of Section 106; a Section 106 finding for the Project is not applicable to these properties.

5.3 Cumulative Effects/Impacts

The Section 106 regulation 36 CFR 800.5 notes that “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.” Cumulative effects are those that result from incremental changes from a project when considered in addition to other prior actions that may be unrelated to the current project or that may have been executed by another agency, organization, or individual over a period of time. Similarly, § 15355 of the CEQA Guidelines define cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative effects/impacts can result from individually minor but collectively substantial actions.

The Project APE extends 19 miles and includes eight archaeological historic properties/historical resource, 54 built environment historic properties/historical resources, and 14 additional built environment historical resources. The geographic scope for this cumulative effect/impact analysis is the APE. The resources/properties within the APE have been subject to numerous prior improvement projects unrelated to the Project. The project-related construction and operational activities would not contribute a cumulatively significant adverse effect/significant impact to any historic properties/historical resources within the APE. Most of the effects/impacts to historic properties/historical resources within the APE would be temporary and would not result in changes to character-defining features. Additionally, potentially affected/impacted areas would be restored at construction completion.

Within the Project APE, reasonably foreseeable future and separate undertakings primarily include improvements within LAUS. These undertakings include ground disturbance that may physically alter buried archaeological deposits associated with P-19-001575. The damage of or physical alteration of P-19-001575 would represent an adverse effect/significant impact without avoidance or minimization measures. However, these projects were developed independent of the Project and do not constitute a “reasonably foreseeable effect” caused by the Project. Therefore, the Project’s incremental contribution to potentially cumulatively significant impacts to P-19-001575 would not be cumulatively considerable.

During construction of the Build Alternatives, the amount of ground disturbance would likely be greatest for activities such as grading, excavation, trenching, tunnel boring, and wide-diameter auguring because these activities are likely to extend to depths below 5 feet below ground surface and have the potential to displace a significant amount of sediment. These activities would physically effect/impact archaeological historic property/historical resources. Surface-level activities may result in impacts to historic structures from the operation of heavy equipment in close proximity. These activities could potentially contribute to significant cumulative impacts and could be cumulatively considerable; however, with implementation of minimization/mitigation measures, adverse effects/significant impact would be minimized/mitigated. Therefore, when combined with related projects, the Build Alternatives would be reduced to cumulatively considerable.

Direct and indirect effects/impacts to historic properties/historical resources due to ongoing maintenance and operations of the Build Alternatives would be negligible because there would be minimal, if any, ground disturbance during operation of the Project outside of existing ROW and previously disturbed areas. Therefore, when combined with related projects, the Project would not contribute to cumulative effects/impacts to historic properties/historical resources during operation and would not be cumulatively considerable.

6 MINIMIZATION/MITIGATION MEASURES

6.1 Archaeological Historic Properties/Historical Resources

Results of the effects/impacts analysis presented in Section 5 indicate that ground-disturbing activities associated with construction of the Project may result in adverse effects/significant impacts to archaeological historic properties/historical resources. While avoidance is the preferred method of treatment of cultural resources, engineering designs, safety standards, cost, and location limitations sometimes render avoidance infeasible. The density of development in Downtown Los Angeles, land ownership, and rail tracks limit the design and location of project elements. These factors do not allow flexibility to physically move design elements to avoid known resources within certain alternatives (e.g., Alternative 1). Adverse effects/significant impacts to archaeological historic properties/historical resources would be reduced with implementation of Minimization/Mitigation Measures CR-1 through CR-5, listed below.

- Minimization/Mitigation Measure CR-1 (Development of Cultural Mitigation and Monitoring Program)
- Minimization/Mitigation Measure CR-2 (Treatment of Known Significant Archaeological Resources)
- Minimization/Mitigation Measure CR-3 (Archaeological Worker Environmental Awareness Program)
- Minimization/Mitigation Measure CR-4 (Archaeological Monitoring)
- Minimization/Mitigation Measure CR-5 (Treatment of Unanticipated Discoveries)

The preparation of a Cultural Resources Mitigation and Monitoring Program (CRMMP) and treatment plans for each resource potentially affected by the Project is not possible at this time due to existing conditions within the APE. The entirety of the APE is located in a developed, urbanized area characterized by the presence of paved and landscaped surfaces, existing infrastructure, and industrial, commercial, and residential development. Indicated by the archaeological field survey conducted for this study, visibility in the direct APE is less than 10 percent due to this existing development.

The analysis presented in the Cultural Resources Survey Report is based largely on existing documentation from efforts that occurred as a result of previous development within the current APE or its vicinity. The archaeological survey performed for this study did not identify any archaeological remains in the APE. The previously identified archaeological historic properties/historical resources located in the APE and discussed in this study are below grade and are thereby covered by developments such as paved surfaces, buildings, and railroad infrastructure. It is likely that these previously recorded archaeological historic properties/historical resources may have been removed due to previous development and may no longer be extant.

Testing of archaeological historic properties/historical resources prior to the selection of an alternative is infeasible given the existing conditions within the APE, as described above. Testing of properties/resources, such as an Extended Phase I (XPI) or Phase II study, would require the demolition of existing development, including structures and roadways, and potentially result in a significant disruption to needed infrastructure and commerce. As such,

testing to assess site boundaries and locations to determine if avoidance is feasible is not possible at the current time.

Confirmation of below-grade existing conditions may not be completed until construction activities commence, potentially exposing subsurface components of known resources. Given the limited data on the locations and conditions of the previously recorded resources (e.g., some may have been destroyed by construction), a post-discovery treatment methodology is proposed where testing/data recovery needs are implemented as needed based on discoveries during construction. However, treatment plans would be prepared in advance of construction based on existing data to help guide and expedite an evaluation of treatment needs. Therefore, the preparation of a CRMMP and treatment plans for each resource potentially affected by the Project are included as minimization/mitigation. Both documents require a conclusion of consultation with the State Historic Preservation Officer and the preparation of a Section 106 agreement document.

The cultural resources in the APE largely include historic-era properties (e.g., pipelines, historic debris). Mitigation of historic sites often consists of one or more of the following: data recovery excavations, archival research, historic group outreach/interviews, and development of educational materials (e.g., journal articles, interpretive displays). These forms of mitigation are completed by historians and archaeologists using publicly available sources and archives. Any such efforts would produce data to provide an understanding of historic-period activities within the Los Angeles area. Data recovery efforts for the historic-period resource would aim to achieve data redundancy (the point at which no new data may be acquired through continued efforts). The threshold for data redundancy must be determined for each specific resource based on the resource's constituents and included in the treatment plan so as to be reviewed and approved by the SHPO. In accordance with the Secretary of Interior Standards for Archaeology and Historic Preservation, data redundancy is the point at which "further data recovery and documentation fail to improve the usefulness of the archaeological information being recovered" and efforts become "duplicative." The local interested parties consulted with as part of this study did not present opposition to the project based on the historic-era archaeological record. Therefore, data recovery efforts can feasibly mitigate project effects through the execution of a data recovery plan using the methods discussed above.

Mitigation of prehistoric sites typically includes methods such as development of a data recovery plan, excavation, laboratory studies, ethnographic interviews, and development of educational materials. Consultation with locally affiliated tribes has revealed their desire for monitoring and data recovery efforts in the event that prehistoric resources are impacted. The execution of data recovery under the authority of a treatment plan that has been reviewed and approved by the lead agency, SHPO, and tribal groups would mitigate adverse effects caused by the undertaking. The data recovery plan must aim to achieve data redundancy. This threshold must be identified within the treatment plan so as to receive concurrence from the SHPO and tribes. With approval from stakeholders such as the tribes, mitigation of adverse effects through data recovery can be feasibly achieved.

6.1.1 CR-1 – Development of Cultural Resource Mitigation and Monitoring Program

Prior to the start of any ground-disturbing activity, an archaeologist that meets the Secretary of Interior’s Professional Qualification Standards in Archaeology would prepare and implement a CRMMP for the Project. The CRMMP would include the requirements of Mitigation Measures CR-2 through CR-5 and the following:

- A summary of the results of the *West Santa Ana Branch Transit Corridor Project Final Cultural Resources Survey Report* and *West Santa Ana Branch Transit Corridor Project Final Cultural Resources Effects Report*.
- Procedures for avoidance of unanticipated discoveries where possible.
- Procedures for preservation in place of unanticipated discoveries where possible.
- Provisions of cultural resources awareness training to construction workers that would be implemented as part of Mitigation Measure CR-3 (Archaeological Work Environmental Awareness Program).
- Provisions for archaeological and Native American monitoring of ground disturbance related to construction of the Project.
- Summary of the treatment procedures for unanticipated discoveries, as specified in Mitigation Measure CR-5 (Treatment of Unanticipated Discoveries). This would include general research questions to be addressed by any studies, field and laboratory methods for the gathering of data to evaluate sites for the California Register of Historical Resources and/or National Register of Historic Places, and requirements for addressing any sites identified as significant.
- Procedures for Native American coordination and input.
- Procedures for the treatment of human remains, if applicable, as outlined in existing regulations. These procedures would include, but not be limited to, communication protocol for contacting the coroner and preparation of a human remains treatment plan in consultation with the Most Likely Descendant(s).
- Guidelines for the reporting of monitoring and treatment results.

6.1.2 CR-2 – Treatment of Known Significant Archaeological Resources

Upon selection of a project alternative, treatment plans would be developed on a case-by-case basis for the five archaeological historic properties/historical resources that may be adversely effected/significantly impacted by the Project (P-19-001575, P-19-002849, P-19-003181, P-19-004171, and 19-004202). If the selected alternative would not result in a potential adverse effect/significant impact to archaeological historic properties/historical resources (i.e., if no archaeological historic properties/historical resources exist in the chosen alternative), treatment plans would not be required. If the selected alternative includes previously recorded archaeological historic properties/historical resources, treatment plans would be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. Treatment plans may be modified and updated depending on the nature of the discovery and consultation with SHPO and consulting parties. Treatment plans would be developed so that treatment of archaeological historic properties/historical resources meets the Secretary of the Interior’s Standards and Guidelines for Archaeological Documentation, the California Office of Historic Preservation’s Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Guidelines for Archaeological Research Design (1991); the Advisory Council on Historic Preservation’s publication *Treatment of Archaeological Properties: A Handbook*, and the Department of the Interior’s Guidelines for Federal Agency Responsibility under

Section 110 of the National Historic Preservation Act. The intent of the treatment plans will be to achieve data redundancy where recovery and documentation efforts have reached the point of diminishing returns (National Park Service 1983).

The treatment plans would include the following: procedures required should archaeological historic properties/historical resources be determined to no longer be extant, methods for avoidance should avoidance be determined feasible upon discovery, and Phase III data recovery methods in the event that avoidance is infeasible. Phase III data recovery methods within the treatment plan would include, but not be limited to, research questions to be addressed by the study of each site, a description of methods including excavation methods, data analysis, reporting requirements, and final disposition of recovered materials. The Phase III data recovery methods would also identify the thresholds at which point data redundancy is achieved. Phase III data recovery would allow for each site to be adequately documented in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

6.1.3 CR-3 – Archaeological Worker Environmental Awareness Program

A Secretary of the Interior qualified archaeologist would be retained to prepare a Worker's Environmental Awareness Program training for archaeological sensitivity. This training would be provided to all construction personnel prior to the commencement of any ground-disturbing activities. Archaeological sensitivity training would include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

6.1.4 CR-4 – Archaeological Monitoring.

Monitoring pursuant to the Archaeological Mitigation and Monitoring Program would be supervised by the qualified archaeologist who meets the Secretary of Interior Standards. The duration and timing of the monitoring would be determined by the qualified archaeologist. The archaeological monitor under the direction of a Secretary of the Interior qualified archaeologist would be present during ground-disturbing activities that have the potential to uncover previously known and unknown archaeological resources (i.e., ground-disturbing activities that would extend beyond the limits of prior disturbances). These activities would include, but would not be limited to, pavement removal, grading, and trenching. Activities such as drilling that do not allow for soil visibility during excavation would be spot-checked but would not require a full-time monitor. Monitoring and spot-checking would be required up to a depth of 20 feet. If the qualified archaeologist determines that full-time monitoring is no longer warranted, he or she may recommend reducing monitoring to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the qualified archaeologist. In the event that an archaeological resource is discovered, the monitor would have the authority to temporarily divert construction equipment around the find with a 50-foot buffer or other buffer as determined by the archeologist to protect the resource until it is assessed for significance and a treatment (e.g., avoidance, testing, data recovery), if necessary, is determined by FTA in consultation with SHPO and consulting parties and executed.

At the conclusion of archaeological monitoring, a final report would be prepared by the Secretary of the Interior qualified archaeologist, or his or her designee, describing the results of the archaeological monitoring efforts associated with the Project. If previously unidentified cultural resources are discovered during construction monitoring, a report would be prepared

following the State Historic Preservation Office's Archaeological Resource Management Report Guidelines that document the findings of the field and laboratory analysis and interpret the data within appropriate research context.

6.1.5 CR-5 – Treatment of Unanticipated Discoveries

The contractor or archaeological monitor would notify Metro immediately if potentially significant archaeological resources are exposed during ground-disturbing activities. Archaeological monitors would have the authority to divert or temporarily halt ground-disturbing operations at the discovery. The area would be fenced or flagged as soon as possible following the discovery. Until the boundaries of the resource can be established with testing procedures, a 50-foot buffer zone around the identified deposit would be fenced or flagged off. Subsequent to the identification of site boundaries, the fenced or flagged buffer surrounding the resource could be reduced to a 10- to 15-foot buffer zone at the discretion of the qualified archaeologist. All fencing or flagging of archaeological deposits would be monitored by a qualified archaeologist. Temporary fencing or flagging would remain in place until the resource has been released by the qualified archaeological monitor, in consultation with Metro and FTA. Construction activities may continue in areas beyond the buffer zones. The discovery would be evaluated by the qualified archaeologist in accordance with the methods identified in the Cultural Resources Mitigation and Monitoring Program (Mitigation Measure CR-1) to determine if the archaeological resource is eligible for listing on the National Register of Historic Places (NRHP) and/or California Register of Historic Resources (CRHR). If the archaeological resource is determined eligible for the NRHP and/or CRHR, a treatment plan, as described in CR-2 would be developed.

6.2 Built Environment Resources

Results of the effects/impacts analysis presented in Section 5, *Effects/Impacts Analysis*, indicate that the Project has the potential to adversely affect/impact four built environment historic properties/historical resources. These potential adverse effects/significant impacts would be minimized with implementation of Minimization/Mitigation Measure CR-6 Historic Design Review.

6.2.1 CR-6 – Historic Design Review

Project elements with the potential to affect the significance of a historic property or historical resource would be designed in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Properties*. Designs would preserve the character-defining features of the historic property and would avoid damaging or destroying materials, features, or finishes that are reflective of its significance. Proposed designs would be reviewed by a historic preservation professional that meets the Secretary of the Interior's Professional Qualification Standards for Architectural History, History or Architecture, and construction activities would require on-site periodic construction monitoring by a historic preservation consultant.

7 CEQA DETERMINATION

The cultural resources CEQA determinations presented in the following sections are based on the existing conditions presented in the WSAB Survey Report, and the environmental effects/impacts analysis presented in Section 5 and the minimization/mitigation measures presented in Section 6 of this Cultural Resources Effects Report.

7.1 Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?⁶

7.2 Operation

7.2.1 No Project Alternative

Under the No Project Alternative, the Project would not be constructed. No new infrastructure would be built within the APE. The existing freight tracks within the rail ROWs would remain and the environmental setting would remain in current conditions. Therefore, under the No Project Alternative, there would be no impacts to built environment historical resources.

7.2.1.1 Mitigation Measures

No impacts to built environment historical resources would occur as a result of the No Project Alternative. Therefore, no minimization/mitigation measures are required.

7.2.1.2 Impacts Remaining After Mitigation

No impacts would occur.

7.2.2 Build Alternatives

Potential impacts to built environment historical resources in the APE as a result of operation of the Build Alternatives (i.e., Alternatives 1, 2, 3, and 4) include those directly related to operation of Alternatives 1, 2, 3, and 4 (e.g., permanent noise and vibration effects, permanent visual effects, and permanent property takes and easements). None of these activities are expected to result in a significant impact to built environment historical resources.

Potential noise and vibration impacts related to operation of Alternatives 1, 2, 3, and 4 were evaluated and presented in the Noise and Vibration Impact Analysis Report prepared for the Project (Metro 2021c). The analysis prepared for this study integrated the results of the Noise and Vibration Impact Analysis Report and additionally analyzed noise and vibration for their potential to materially impair historical resources. This study concluded that no significant noise or vibration impact to historical resources would result from operation of Alternatives 1, 2, 3, and 4.

Many of the historical resources in the northern portion of Alternatives 1 and 2 require a permanent (partial) easement for operation of the rail tunnel proposed under these

⁶ Substantial adverse change to archaeological resources is discussed in Section 7.4 below. The analysis in Section 7.1 relates to only to built environment resources.

alternatives. However, the addition of the tunnel below grade would not diminish the architectural integrity of any of the built environment historical resources in the APE.

Operation of Alternatives 1, 2, 3, and 4 would require the construction of structures and equipment that would add new visual elements to the existing urban landscape, including station entrances, catenary poles and wires, aerial rail structures, TPSSs, and sound walls. While these visual changes would introduce new features to the existing setting of historical resources in the APE, the new features would be clearly contemporary in design and would be differentiated from historic-period features. Further, as the entire APE is within an already urban setting, the introduction of these features is in keeping with the existing setting and would not significantly impact or materially impair or reduce the integrity of historical resources.

Five built environment historical resources in the APE would be physically altered by operation of the Project. There are potential impacts to the following four resources due to construction of new station entrances within their boundaries: LAUS/MRN 1-007 located in the APE for Alternative 1, LA Union Terminal/MRN 5-010 located in the APE for Alternatives 1 and 2, the Barker Brothers Building/MRN 3-030 located in the APE for Alternative 2, and 801 South Flower Street/MRN 3-004 located in the APE for Alternative 2. While introduction of the station entrances within the boundaries of historical resources represent potential impacts, Mitigation Measure CR-6, which would require that station entrances be designed in conformance with the SOI Standards, would be implemented to reduce impacts to a less than significant level.

One additional resource, I-105 Century Freeway-Transitway Historic District/MRN 21-027 located in Alternatives 1, 2, 3, and 4, has the potential to be impacted due to its physical alternation by these alternatives. However, the analysis prepared for this study and summarized in Section 5 indicates that due to the nature of the district and that of proposed alterations, Alternatives 1, 2, 3, and 4 would result in a less than significant impact on the historic district and mitigation is not required.

7.2.2.1 Mitigation Measures

Implementation of Mitigation Measure CR-6 is necessary to reduce impacts associated with the operation of Alternatives 1 and 2.

7.2.2.2 Impacts Remaining After Mitigation

Implementation of Mitigation Measure CR-6 would reduce project impacts under Alternative 1 and 2 to a less than significant level.

7.2.3 Design Options

7.2.3.1 Design Option 1: LAUS at the Metropolitan Water District

Operation of Design Option 1 would require a permanent, partial underground easement below LAUS. However, the addition of the tunnel would not diminish the property's integrity because it would be located significantly below grade and would not result in a visual impact. Additionally, permanent above-grade ventilation grating would be added to LAUS under Design Option 1. However, ventilation grating installed on the historic property would be flush with the existing paved surfaces and would not detract from or significantly alter the already urban environment.

Project operations would not change the use or alter the historic characteristics of any extant built environment historical resources in the APE, including LAUS, in a manner that would

diminish their integrity of location, design, setting, materials, workmanship, feeling, or association. Existing built environment historical resources would continue to convey their significance. Operation of Design Option 1 would result in a less than significant impact to built environment historical resources.

7.2.3.2 Design Option 2: Addition of Little Tokyo Station

No built environment historical resources are in the immediate vicinity of Little Tokyo Station, which would be constructed below grade under Design Option 2. 216 South Alameda Street/MRN 2-003, the most proximately located resource, is approximately 140 feet from the proposed Little Tokyo Station south underground station access. The station entrance would be visually blocked from 216 South Alameda Street by MRN 2-002. It would additionally be physically separated from the proposed station entrance by MRN 2-002 and East 2nd Street. Operation of Design Option 2 would therefore result in no impact to built environment historical resources.

Mitigation Measures

Operation of Design Option 1 would result in less than significant impacts to historical resources (LAUS). Operation of Design Option 2 would result in no impact to historical resources. Therefore, no mitigation measures are required.

Impacts Remaining After Mitigation

No impacts would occur.

7.2.4 Maintenance and Storage Facilities

There are no historical resources within the direct footprint of the Paramount or the Bellflower MSF. Therefore, operation of either of the proposed MSFs result in no impact to historical resources.

7.2.4.1 Mitigation Measures

No impacts to historical resources would occur as a result of the operation of the Paramount or Bellflower MSF. Therefore, no minimization/mitigation measures are required.

7.2.4.2 Impacts Remaining After Mitigation

No impacts would occur.

7.3 Construction

7.3.1 No Project Alternative

Under the No Project Alternative, the Project would not be developed or constructed; properties would not be acquired for the Project; and no structures along the project alignment would be altered as a result of the Project. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be constructed along the public or rail ROWs. No project-related noise or vibration would occur. The environmental setting would remain in current conditions and no impacts to historical resources would occur.

7.3.1.1 Mitigation Measures

No impacts to historical resources would occur as a result of the No Project Alternative. Therefore, no minimization/mitigation measures are required.

7.3.1.2 Impacts Remaining After Mitigation

No impacts would occur.

7.3.2 Build Alternatives

Potential impacts to built environment historical resources as a result of the construction of the Build Alternatives (i.e., Alternatives 1, 2, 3, and 4) include those directly related to the construction of Alternatives 1, 2, 3, and 4. These include temporary noise and vibration impacts, temporary visual impacts, and temporary property takes and easements. None of these activities are expected to result in a significant impact to historical resources. The construction of the Build Alternatives would not physically permanently alter any of the built environment historical resources in the APE.

Potential noise impacts related to the construction of Alternatives 1, 2, 3, and 4 were evaluated and presented in the Noise and Vibration Impact Report prepared for the Project. The study summarized in the Noise and Impact Analysis Report was integrated into the current analysis, which assessed the potential of noise and vibration to materially impair historical resource and concluded that no significant impacts would result from the construction of Alternatives 1, 2, 3, and 4. Visual impacts related to the construction of Alternatives 1, 2, 3, and 4 would be temporary, as all construction-related equipment and other related elements would be removed following construction. Similarly, easements necessary to facilitate the construction of Alternatives 1, 2, 3, and 4 would be temporary in nature.

No built environment historical resources would be physically altered by the construction of the Build Alternatives. Therefore, construction of the Build Alternatives would result in no impact to built environment historical resources.

7.3.2.1 Mitigation Measures

Construction of the Build Alternatives would result in no impact to built environment historical resources and no mitigation measures are required.

7.3.2.2 Impacts Remaining After Mitigation

No impacts would occur.

7.3.3 Design Options

Potential noise impacts related to the construction of Design Options 1 and 2 were evaluated and presented in the Noise and Vibration Impact Report prepared for the Project (Metro 2021c). The study summarized in the Noise and Impact Analysis Report was integrated into the current study and concluded that no significant impacts to historical resources would result from the construction of Design Options 1 and 2. Visual impacts related to the construction of Design Options 1 and 2 would be temporary, as all construction-related equipment and other related elements would be removed following construction. Similarly, easements necessary to facilitate the construction of Design Options 1 and 2 would be temporary in nature.

Under Design Option 1, the northern terminus underground station box would be located east of LAUS (MRN. 1-007) and the Metropolitan Water District building below the baggage area parking facility. Under this design option, the station entrance would be constructed inside the Metropolitan Water District headquarters building, outside the boundary of the historical resource. There are no built environment historic properties in the vicinity of Little Tokyo Station.

Construction of Design Options 1 and 2 would result in no impact to historical resources.

Mitigation Measures

No impacts to historical resources would occur as a result of Design Options 1 and 2. Therefore, no minimization/mitigation measures are required.

Impacts Remaining After Mitigation

No impacts would occur.

7.3.4 Maintenance and Storage Facility

There are no built environment historical resources within the direct footprint of the proposed Paramount or Bellflower MSF site options. Therefore, construction of either maintenance facility would not physically alter any built environment historical resources.

Potential noise impacts related to the construction the Paramount and Bellflower MSF were evaluated and presented in the Noise and Vibration Impact Report prepared for the Project (Metro 2021c). The study summarized in the Noise and Impact Analysis Report was integrated into the current analysis, which assessed the potential for noise and vibration to materially impair historical resources and concluded that no impact to historical resources would result from the construction of the Paramount and Bellflower MSF. The proposed Paramount MSF site option is located directly to the west (rear) of Our Lady of the Rosary Church (MRN 24-001). However, construction-related visual elements would be temporary in nature and would be removed entirely following construction.

Construction of the Paramount and Bellflower MSF site options would result in no impact to built environment historical resources.

7.3.4.1 Mitigation Measures

No impacts to historical resources would occur as a result of construction of the Paramount or Bellflower MSF. Therefore, no minimization/mitigation measures are required.

7.3.4.2 Impacts Remaining After Mitigation

No impacts would occur.

7.4 Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?

7.4.1 Operation

7.4.1.1 No Project Alternative

Under the No Project Alternative, the Project would not be constructed, and no new infrastructure would be built within the direct APE. As there would be no ground

disturbance under the No Project Alternative, no impacts to known or unanticipated archaeological resources would occur.

7.4.1.2 Build Alternatives

Under Alternatives 1, 2, 3, and 4, potential physical impacts related to operation of the Project would be negligible because there would be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the Project under these alternatives. Other impacts such as noise, vibration, and visual associated with the ongoing maintenance and operation of the Project are not expected to affect archaeological resources. Therefore, there would be no impact to archaeological resources as a result of operation of Alternatives 1, 2, 3, and 4.

7.4.1.3 Design Options

There would be minimal, if any, ground disturbance as a result of operation of Design Options 1 and 2. Therefore, no impacts would occur.

7.4.1.4 Maintenance and Storage Facility

Two MSF site options have been identified and evaluated: one in the City of Bellflower and one in the City of Paramount, but only one site option would be selected. No ground-disturbing activities are proposed at the MSF site options during the operation phase of the Project. There would be no significant impacts to archaeological resources during operation of the MSF.

7.4.1.5 Mitigation Measures

Operation of Alternatives 1, 2, 3, and 4, Design Options 1 and 2, and the Bellflower and Paramount MSF would result in no impact to archaeological resources and no mitigation measures are required.

7.4.1.6 Impacts Remaining After Mitigation

No impacts would occur.

7.4.2 Construction

7.4.2.1 No Project Alternative

Under the No Project Alternative, the environmental setting would remain in current conditions. No substantial physical impacts to archaeological resources would occur. Therefore, no significant impacts related to archaeological resources would occur under the No Project Alternative.

7.4.2.2 Build Alternatives

Construction of the Build Alternatives would involve substantial ground disturbance with the potential to physically impact archaeological resources within the direct APE. Expected ground-disturbing activities would include grading, excavation, trenching, boring, cut-and-cover tunneling, and wide-diameter auguring activities. These activities have the potential to physically alter, remove, or destroy buried archaeological resources that may extend into the direct APE. Additional effects associated with construction of the Project would be temporary and are not expected to result in any adverse substantial changes to archaeological resources.

Eight archaeological resources that are listed or presumed eligible for listing in the CRHR under Criterion 4 (P-19-001575, P-19-002849, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) have been documented in the direct APE for

Alternative 1. Ground-disturbing activities during construction of this alternative have the potential to directly alter or destroy buried cultural remains associated with five of these resources (P-19-001575, P-19-002849, P-19-003181, P-19-004171, and 19-004202). Such damage would represent a significant impact to these archaeological resources without mitigation incorporated. Other impacts, such as noise, vibration, and visual, are not expected to impact cultural deposits associated with the resources.

One archaeological resource that is presumed eligible for listing on the CRHR under Criterion 4 (P-19-002849) has been documented in the direct APE for Alternatives 2 and 3. Ground-disturbing activities during construction of either of these alternatives have the potential to directly alter or destroy buried cultural remains associated with this resource. Such damage would represent a significant direct impact to the archaeological resource without mitigation incorporated. Other effects such as noise, vibration, or visual impacts are not expected to affect cultural deposits associated with the resource.

No archaeological resources have been identified within the direct APE for Alternative 4. As such, ground-disturbing activities associated with construction of Alternative 4 would not result in significant impacts to known archaeological resources. However, it is possible that unanticipated archaeological resources may be encountered during construction activities that may be subject to direct alteration.

Unanticipated archaeological resources may also be encountered during ground-disturbing activities associated with construction of Alternatives 1, 2, 3, and 4. The direct alteration of these unanticipated archaeological resources would represent a significant direct impact without mitigation.

Mitigation Measures

Implementation of Mitigation Measures CR-1 and CR-2 would reduce potential significant impacts associated with the construction of Alternatives 1, 2, and 3 on archaeological resources to a less than significant level. Additionally, implementation of Mitigation Measures CR-1 and CR-3 through CR-5 would reduce potential significant impacts to unanticipated archaeological resources associated with the construction of Alternatives 1, 2, 3, and 4 to a less than significant level.

Impacts Remaining After Mitigation

Implementation of CR-1 through CR-5 would reduce impacts to less than significant.

7.4.2.3 Design Options

Construction of Design Option 1 would involve substantial ground disturbance associated with installation of the underground alignment, station box, and crossovers. These activities have the potential to alter, remove, or destroy significant archaeological deposits associated with P-19-001575. Such damage to an archaeological resource would represent a significant impact without mitigation. Implementation of Mitigation Measures CR-1 and CR-2 would reduce impacts to P-19-001575 to a less than significant level.

Under Design Option 2, the Little Tokyo Station would be constructed. One known archaeological historical resource, P-19-004171, is located within the direct APE of the Little Tokyo Station. Given the construction method for Little Tokyo Station is cut-and-cover,

construction of this station may result in damage to P-19-004171, which would represent a significant direct impact without mitigation.

Unanticipated archaeological resources may also be encountered during ground-disturbing activities associated with construction of Design Options 1 and 2. The direct alteration of these unanticipated archaeological resources would represent a significant direct impact without mitigation.

Mitigation Measures

Implementation of Mitigation Measures CR-1 and CR-2 would reduce potential project-related impacts to P-19-001575 and P-19-004171 to a less than significant level. Additionally, Mitigation Measures CR-1 and CR-3 through CR-5 would be implemented to mitigate potential significant impacts during construction of Design Options 1 and 2 on unanticipated archaeological resources.

Impacts Remaining After Mitigation

Impacts would be less than significant with mitigation incorporated.

7.4.2.4 Maintenance and Storage Facility

No known archaeological resources have been documented in the direct APE associated with either MSF site option. As such, construction activities associated with construction of the MSF site options would not result in any significant effects to known archaeological resources. It is possible that previously undocumented archaeological resources could be encountered during construction activities. Mitigation Measures CR-1 and CR 3 through CR-5 would be implemented to mitigate potential significant impacts associated with construction of the MSF site options on unknown archaeological resources.

7.4.2.5 Mitigation Measures

Implementation of Mitigation Measures CR-1 and CR-3 through CR-5 would reduce potential project-related impacts to a level of less than significant.

7.4.2.6 Impacts Remaining After Minimization/Mitigation

No impacts would occur.

7.5 Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?⁷

7.5.1 Operation

7.5.1.1 No Build Alternative

Under the No Build Alternative, no new infrastructure would be built within the direct APE, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2042, and identified in the constrained Metro 2009 Long-Range Transportation Plan and SCAG's 2016 Regional

⁷ For findings related to traditional cultural property and tribal cultural resources (TCRs) please see the *WSAB Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report* (Metro 2021a).

Transportation Plan/Sustainable Communities Strategy, as well as additional projects funded by Measure M. Therefore, no significant impacts to human remains would occur.

7.5.1.2 Build Alternatives

Under Alternatives 1, 2, 3, and 4, potential physical impacts related to operation of the Project would be negligible because there would be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the Project under these alternatives. Other impacts such as noise, vibration, and visual associated with the ongoing maintenance and operation of the Project are not expected to impact interred human remains. Therefore, there would be no impact to human remains as a result of operation of Alternatives 1, 2, 3, and 4.

7.5.1.3 Design Options

There would be minimal, if any, ground disturbance as a result of operation of Design Options 1 and 2. Therefore, no impact to human remains would occur.

7.5.1.4 Maintenance and Storage Facility

No ground-disturbing activities are proposed at the Paramount or Bellflower MSF site options during operation of the Project. Therefore, there would be no impact to human remains during operation of either MSF.

7.5.1.5 Mitigation Measures

Operation of the No Build Alternative, Alternatives 1, 2, 3, and 4, Design Options 1 and 2, and the Paramount and Bellflower MSF would result in no impact to human remains and no mitigation measures are required.

7.5.1.6 Impacts Remaining After Mitigation

No impacts would occur.

7.5.2 Construction

7.5.2.1 No Build Alternative

Under the No Build Alternative, the environmental setting would remain in current conditions. No ground disturbance would occur. Therefore, no significant impacts to human remains would occur under the No Build Alternative.

7.5.2.2 Build Alternatives

Construction of the Build Alternatives would involve substantial ground disturbance with the potential to physically impact human remains within the direct APE. Expected ground-disturbing activities would include grading, excavation, trenching, boring, cut-and-cover tunneling, and wide-diameter auguring activities. These activities have the potential to physically alter, remove, or destroy buried human remains that may be present in the direct APE. Indirect effects associated with construction of the Project would be temporary and are not expected to result in any adverse substantial changes to interred human remains.

One known prehistoric Native American cemetery, consisting of 14 interments and 5 cremations, was documented at the archaeological historic property/historical resource of P-19-001575 in the direct APE of Alternative 1. Additional human remains may be present at P-19-001575 that could be encountered during project-related construction in Alternative 1.

Furthermore, unanticipated human remains located outside of a dedicated cemetery may be unearthed in the direct APE during ground-disturbing activities for the Build Alternatives.

No known human remains, or cemeteries have been documented in the direct APE associated with Alternatives 2, 3, and 4. However, unanticipated human remains may be unearthed in the direct APE during ground-disturbing activities associated with the construction of Alternatives 2, 3, and 4.

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the Los Angeles County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner is required to notify the Native American Heritage Commission, which would determine and notify a Most Likely Descendant who must complete the inspection of the site within 48 hours of notification and provide recommendations for treatment to the landowner within 48 hours of being granted access. Archaeological and Native American monitors would be present during all project ground-disturbing activities with the potential to encounter human remains. Incidental discoveries would be treated in accordance with existing regulation.⁸

7.5.2.3 Design Options

Construction of Design Option 1 would involve substantial ground disturbance with the potential to impact human remains associated with the previously documented prehistoric cemetery at P-19-001575. Human remains may be encountered during construction of Design Option 1. However, adherence to existing State of California Health and Safety Code Section 7050.5 and PRC Section 5097.98 regulations would result in a less than significant impact to human remains.

No known human remains or cemeteries have been documented in the direct APE associated with Design Option 2. However, unanticipated human remains may be unearthed in the direct APE during ground-disturbing activities associated with the construction of Design Option 2. As detailed above, incidental discoveries would be treated in accordance with State of California Health and Safety Code Section 7050.5.

7.5.2.4 Maintenance and Storage Facility

No human remains or cemeteries have been documented in the direct APE associated with either MSF site option. As such, construction activities associated with construction of the MSF site options would not result in any significant effects to known human remains or cemeteries. It is possible that previously undocumented human remains could be encountered during construction activities. Adherence to existing State of California Health and Safety Code Section 7050.5 and PRC Section 5097.98 regulations would mitigate potential significant effects associated with construction of the MSF site options on human remains.

⁸ The *West Santa Ana Branch Transit Corridor Project Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report* (Metro 2021a) additionally requires implementation of Mitigation Measures TCR-1 and TCR-2 to reduce impacts to TCRs to less than significant.

7.5.2.5 Mitigation Measures

Construction of Alternatives 1, 2, 3, and 4, Design Options 1 and 2, and the Paramount and Bellflower MSF would result in less than significant impacts to human remains with adherence to existing state regulations concerning the discovery of human remains and no mitigation measures are required.

7.5.2.6 Impacts Remaining After Mitigation

Construction impacts to human remains would be less than significant with adherence to existing state regulations concerning the discovery of human remains.

8 CONCLUSION

The cultural resources effects/impacts analysis was completed to assess the adverse effects/significant impacts of the WSAB Transit Corridor Project on the archaeological and built environment historic properties and historical resources identified in *The WSAB Transit Corridor Project Final Cultural Resources Survey Report–Rev 1* (Metro 2020a). The study summarized in this report included an assessment of effects/impacts of a No Build Alternative and four Build Alternatives (i.e., Alternatives 1, 2, 3, and 4), including design options, station locations, and MSF site options. The WSAB Survey Report identified eight archaeological historic properties and 54 built environment historic properties in the APE. It additionally identified 14 properties eligible for listing in the CRHR and/or local designation. While these are considered historical resources for the purposes of CEQA, they are not considered historic properties for the purposes of Section 106.

Potential effects to the identified historic properties in the APE were assessed using the standards for federal undertakings as described in Section 106 of the NHPA and its implementing regulations, 36 CFR, Section 800. As a result of this study, the Project was found to have no adverse effect on any of the built environment historic properties in the APE. However, the Project may result in an adverse effect to five of the archaeological historic properties in the APE (P-19-001575, P-19-002849, P-19-003181, P-19-004171, P-19-004202). Therefore, a *Finding of Adverse Effect* has been made for the Project.

In accordance with CEQA, the Project may result in potentially significant impacts to five archaeological historical resources in the APE (P-19-001575, P-19-002849, P-19-003181, P-19-004171, P-19-004202). However, with implementation of Mitigation Measures CR-1 and CR-2, these impacts would be reduced to a less than significant level. The Project would additionally result in potentially significant impacts to four built environment historical resources in the APE. However, with implementation of Mitigation Measure CR-6, these impacts would be reduced to a less than significant level. The Project would have a CEQA finding of *Less Than Significant Impact on Historical Resources with Mitigation Incorporated*.

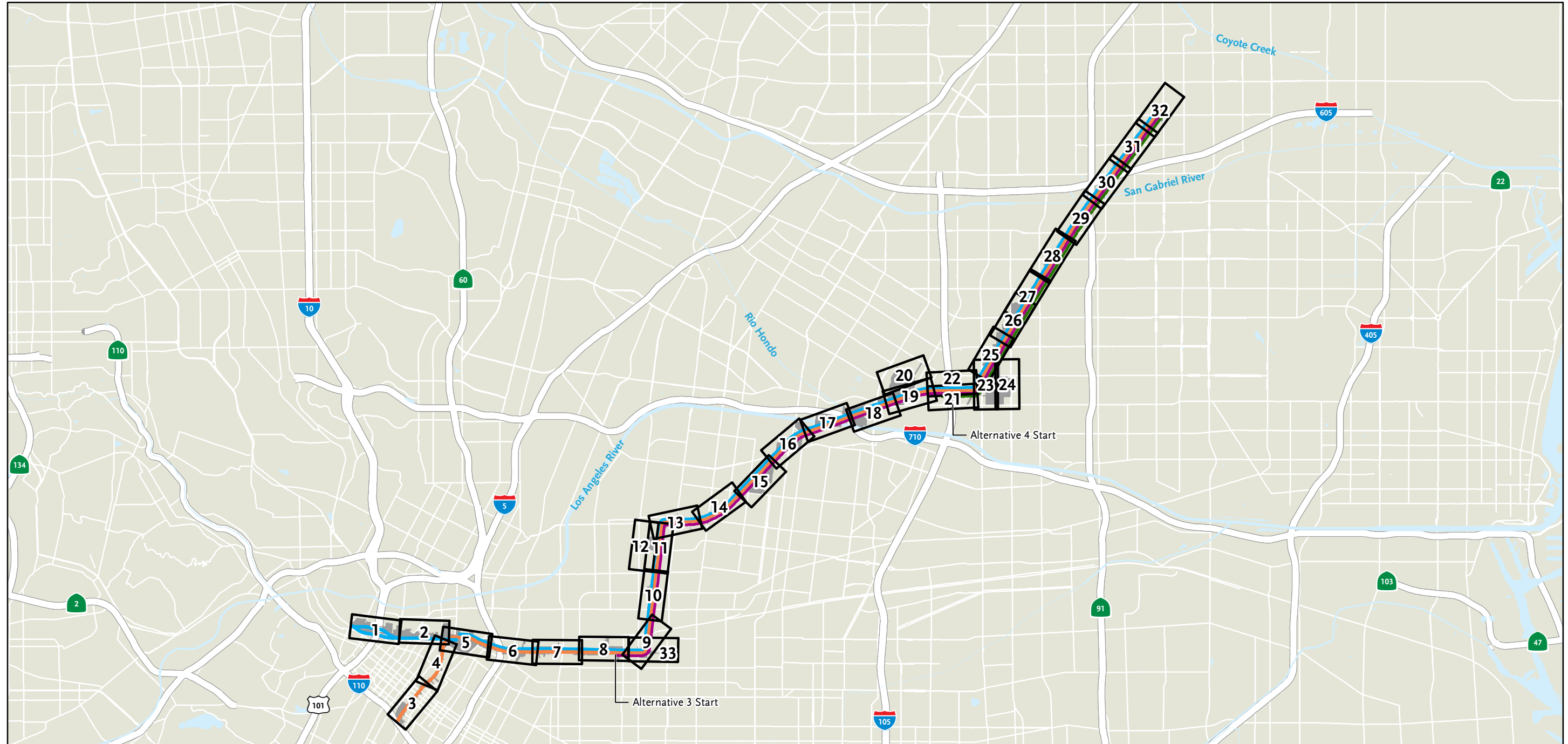
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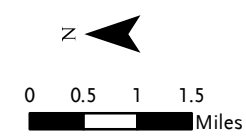
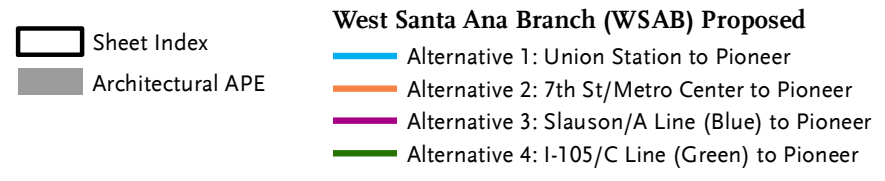
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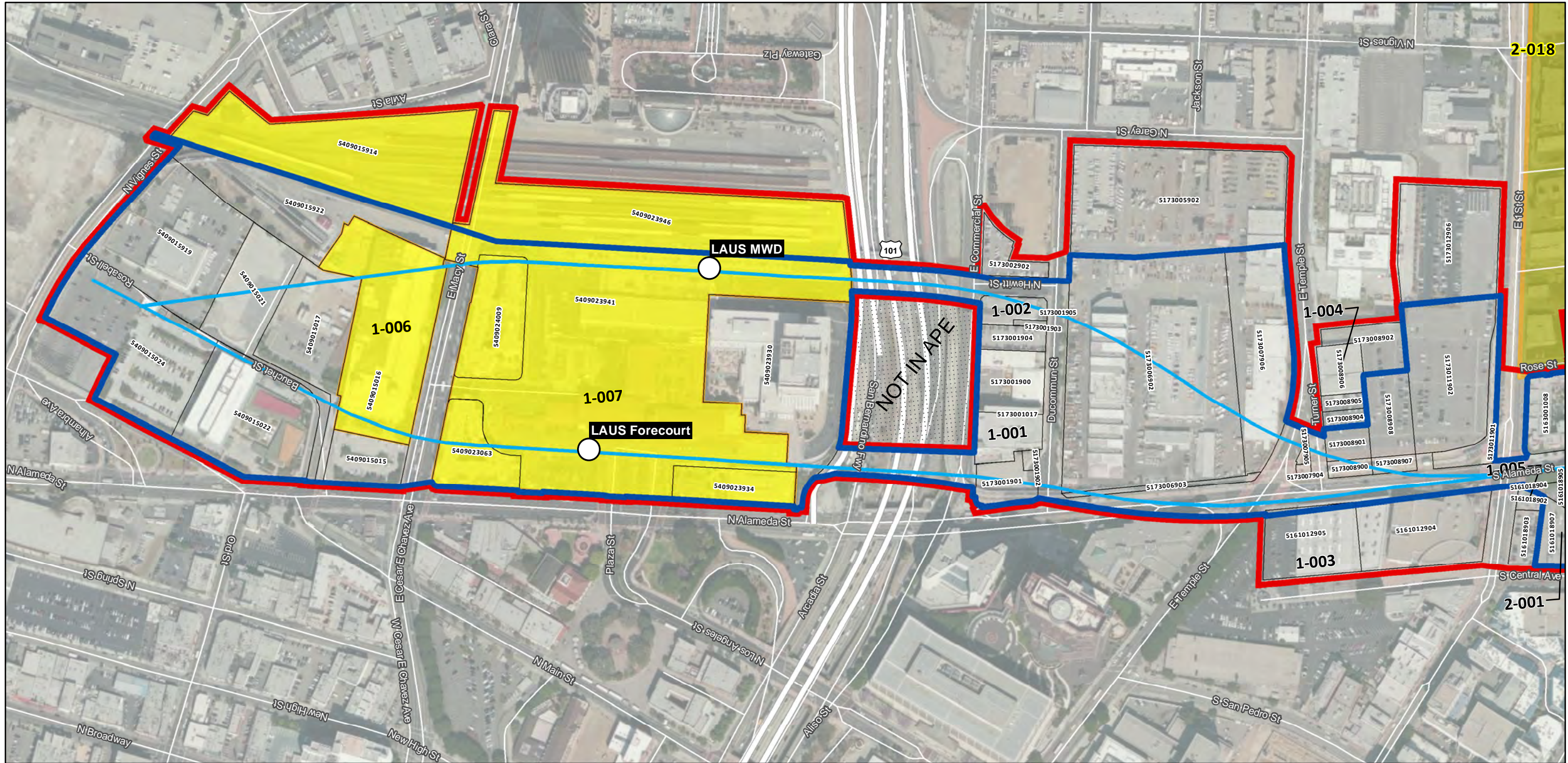
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APPENDIX A – CULTURAL RESOURCES APE MAP



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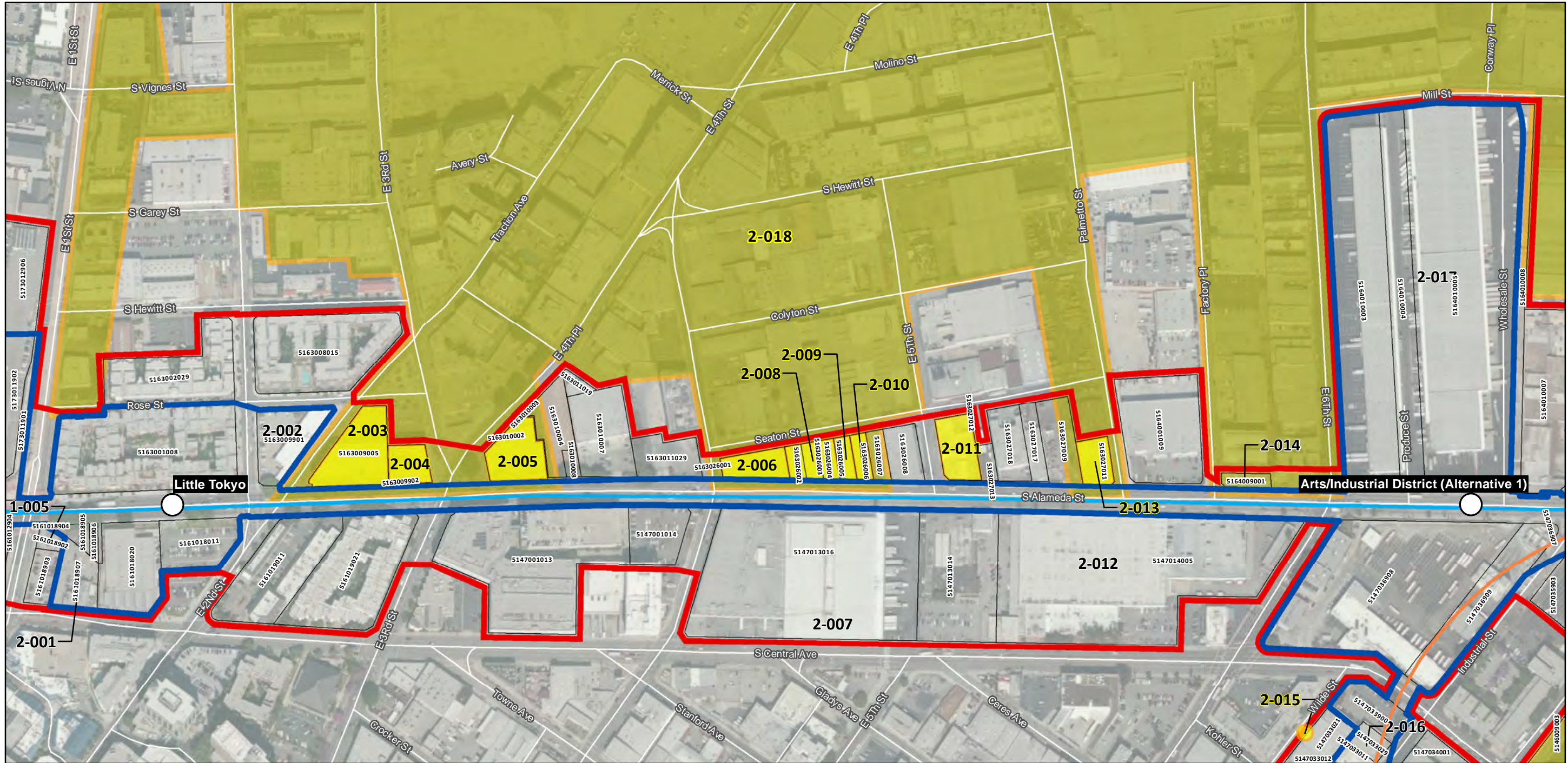


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- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Historic District Listed or Eligible for Listing in the NRHP

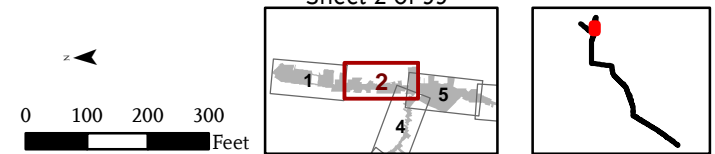
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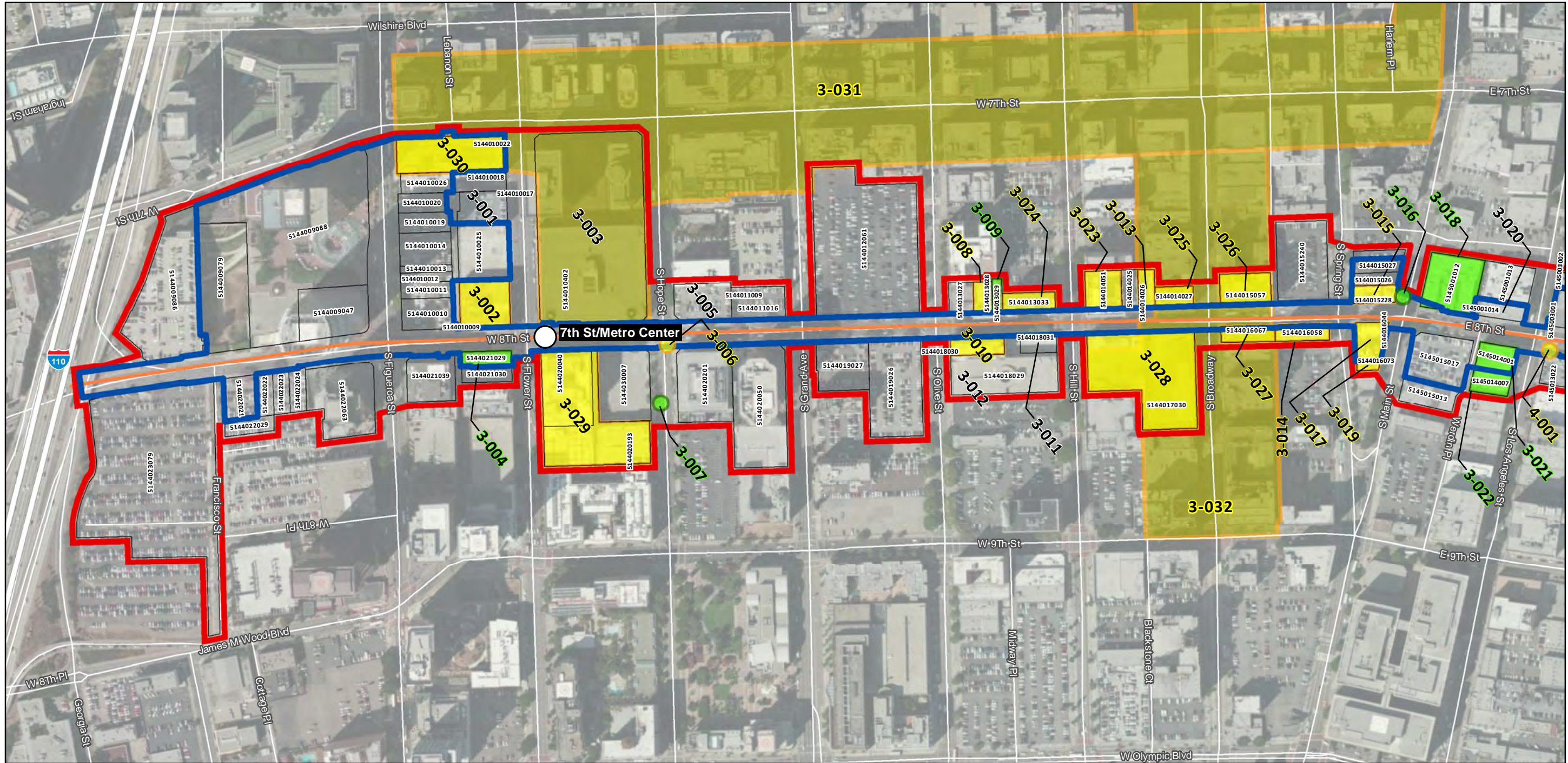
Sheet 1 of 33



SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- | | | |
|-------------------|---|---|
| Direct APE | Station | Property Listed and/or Eligible for Listing in the NRHP |
| Architectural APE | Alternative 1: Union Station to Pioneer | Historic District Listed or Eligible for Listing in the NRHP |
| Parcels | Alternative 2: 7th St/Metro Center to Pioneer | Non-Parcel Resource Listed in and/or eligible for listing in the NRHP |



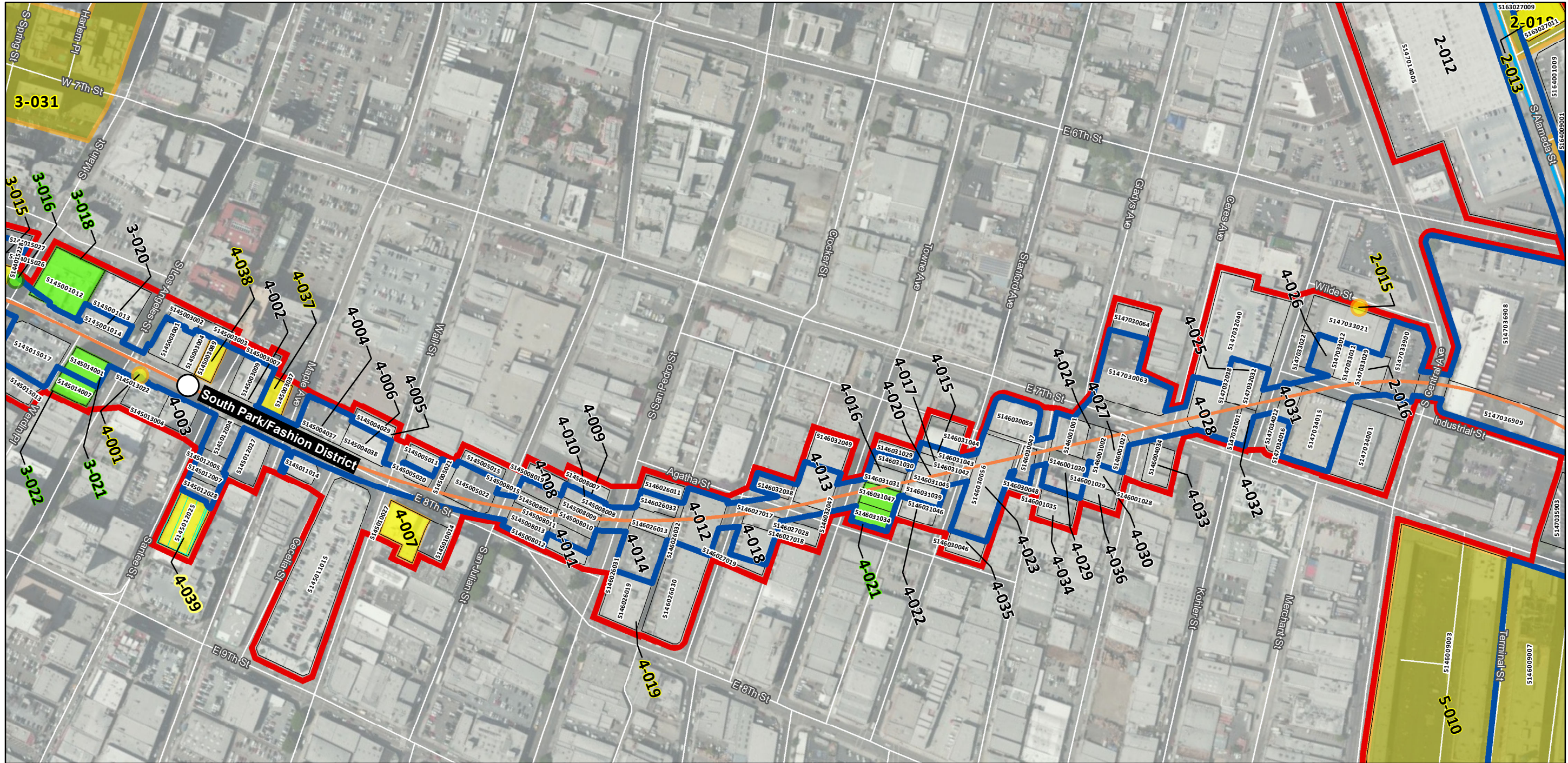


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

Direct APE	Station	Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing	Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
Architectural APE	Alternative 2: 7th St/Metro Center to Pioneer	Historic District Listed or Eligible for Listing in the NRHP	Non-Parcel Resource Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
Parcels	Property Listed and/or Eligible for Listing in the NRHP		

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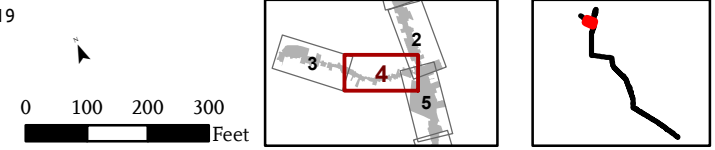
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- | | | | | |
|-------------------|---|--|---|------------------------------------|
| Direct APE | Station | Property Listed and/or Eligible for Listing in the NRHP | Non-Parcel Resource Listed in and/or eligible for listing in the NRHP | APE Additions Since May 29th, 2019 |
| Architectural APE | Alternative 1: Union Station to Pioneer | Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing | Non-Parcel Resource Listed and/or Eligible for Listing in the CRHR and/or for Local Listing | |
| Parcels | Alternative 2: 7th St/Metro Center to Pioneer | Historic District Listed or Eligible for Listing in the NRHP | | |

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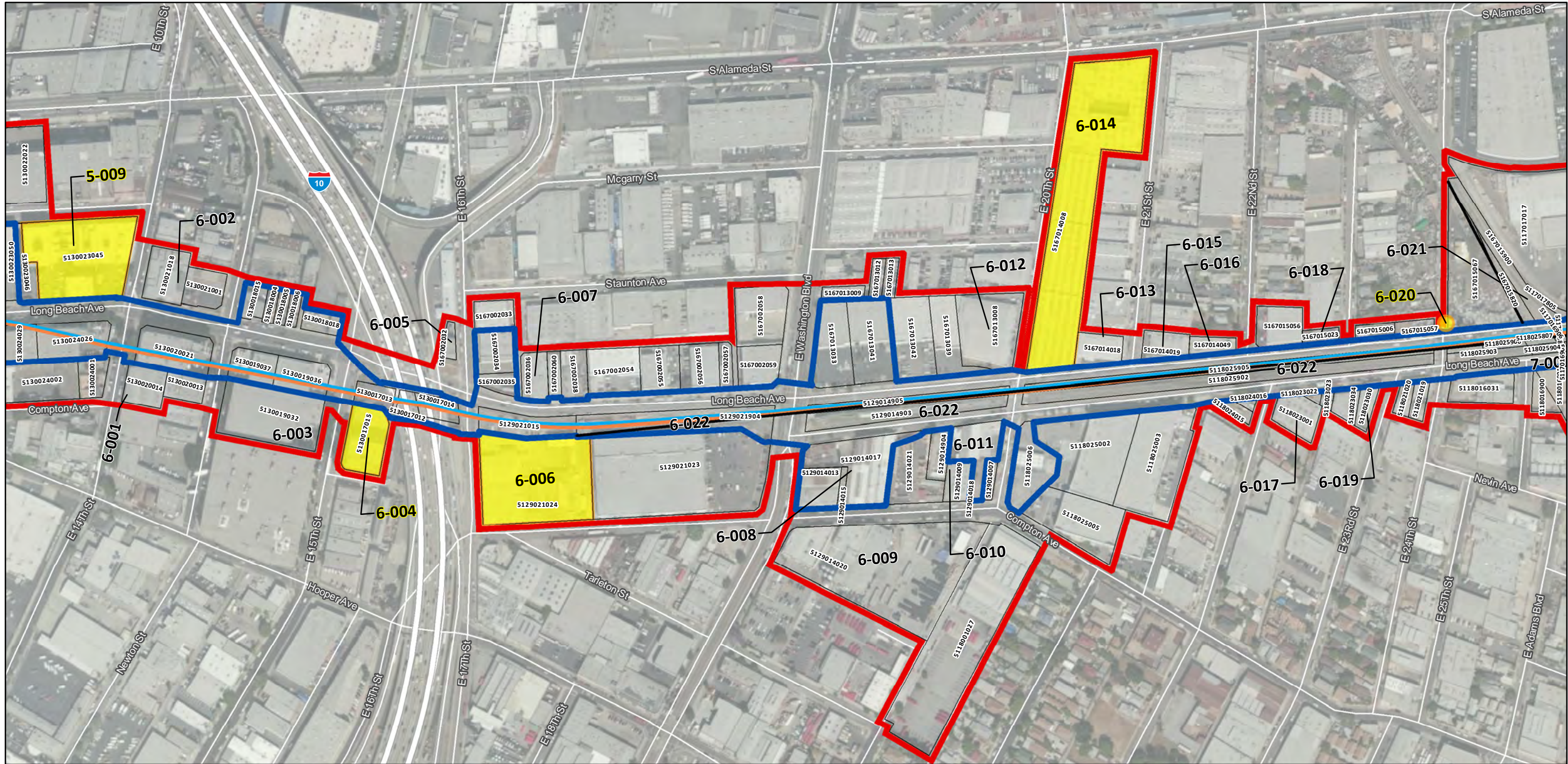
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- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer

- Property Listed and/or Eligible for Listing in the NRHP
- Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Historic District Listed or Eligible for Listing in the NRHP

- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP

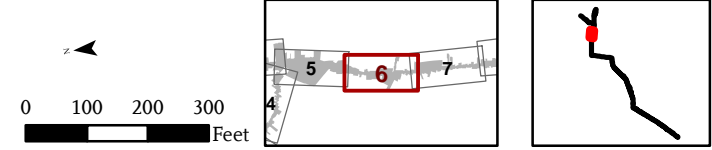
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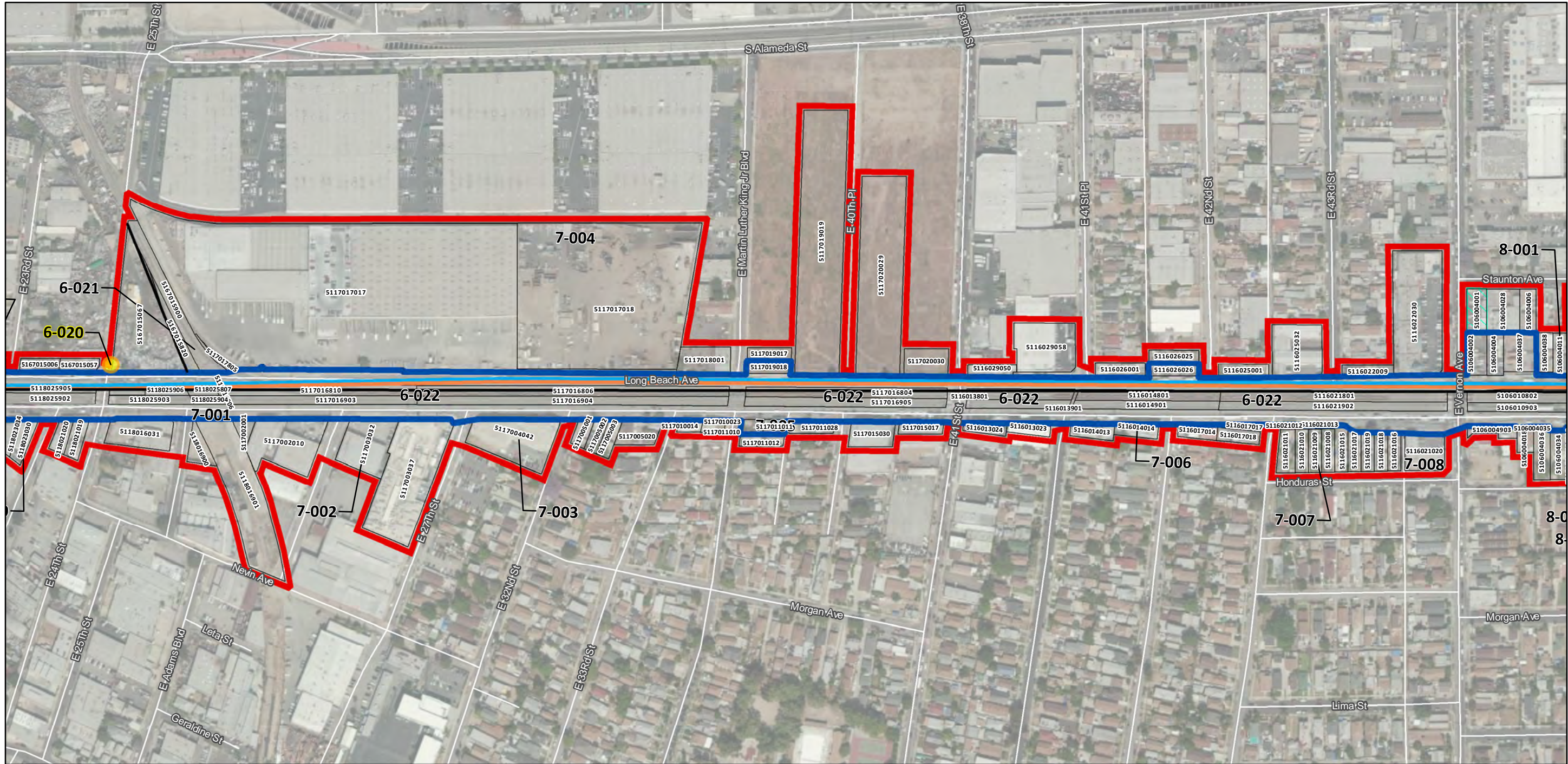


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- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP

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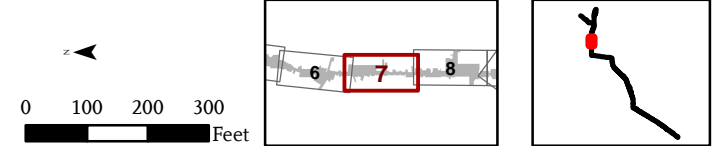


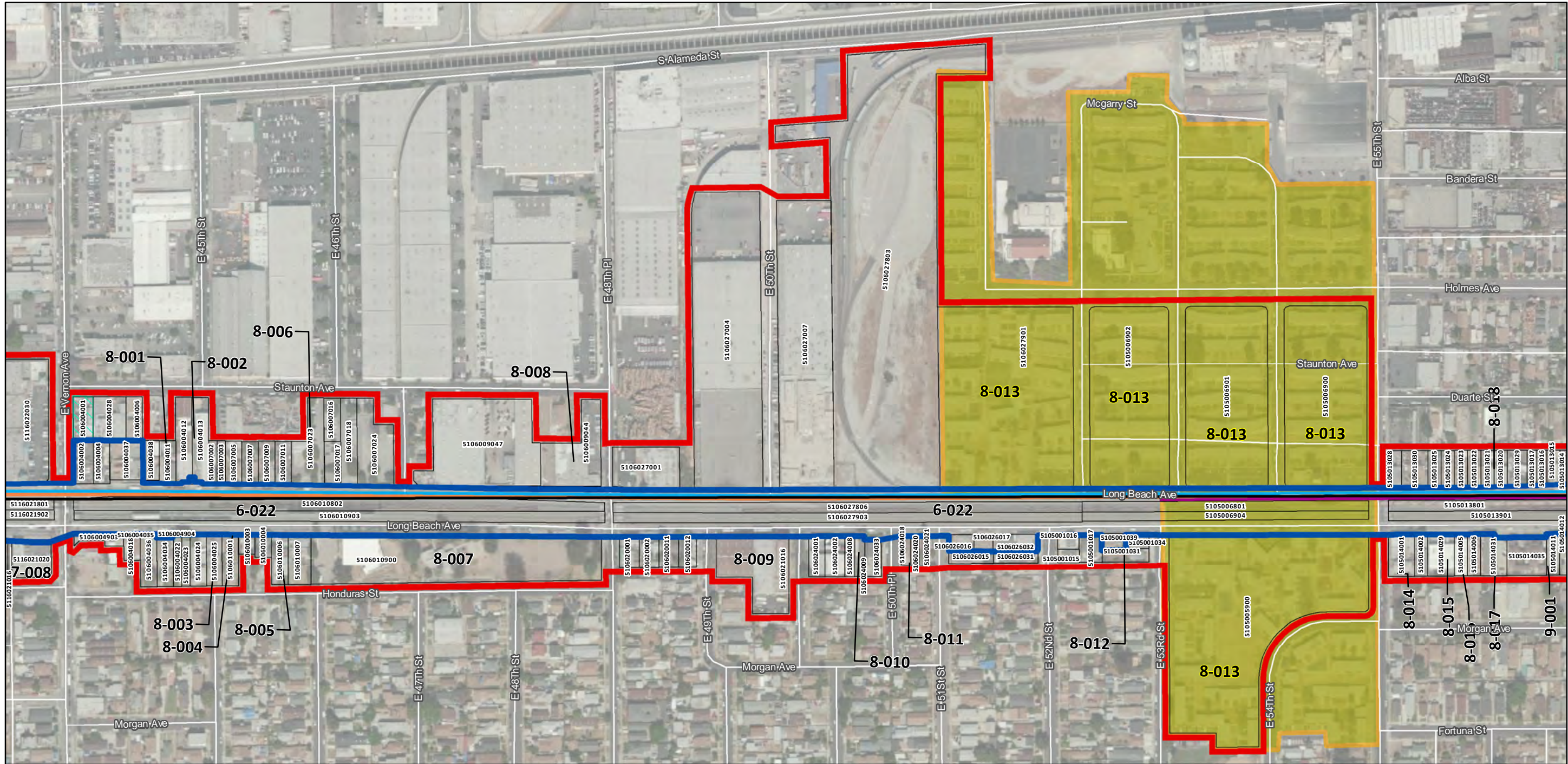


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- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- APE Additions Since May 29th, 2019

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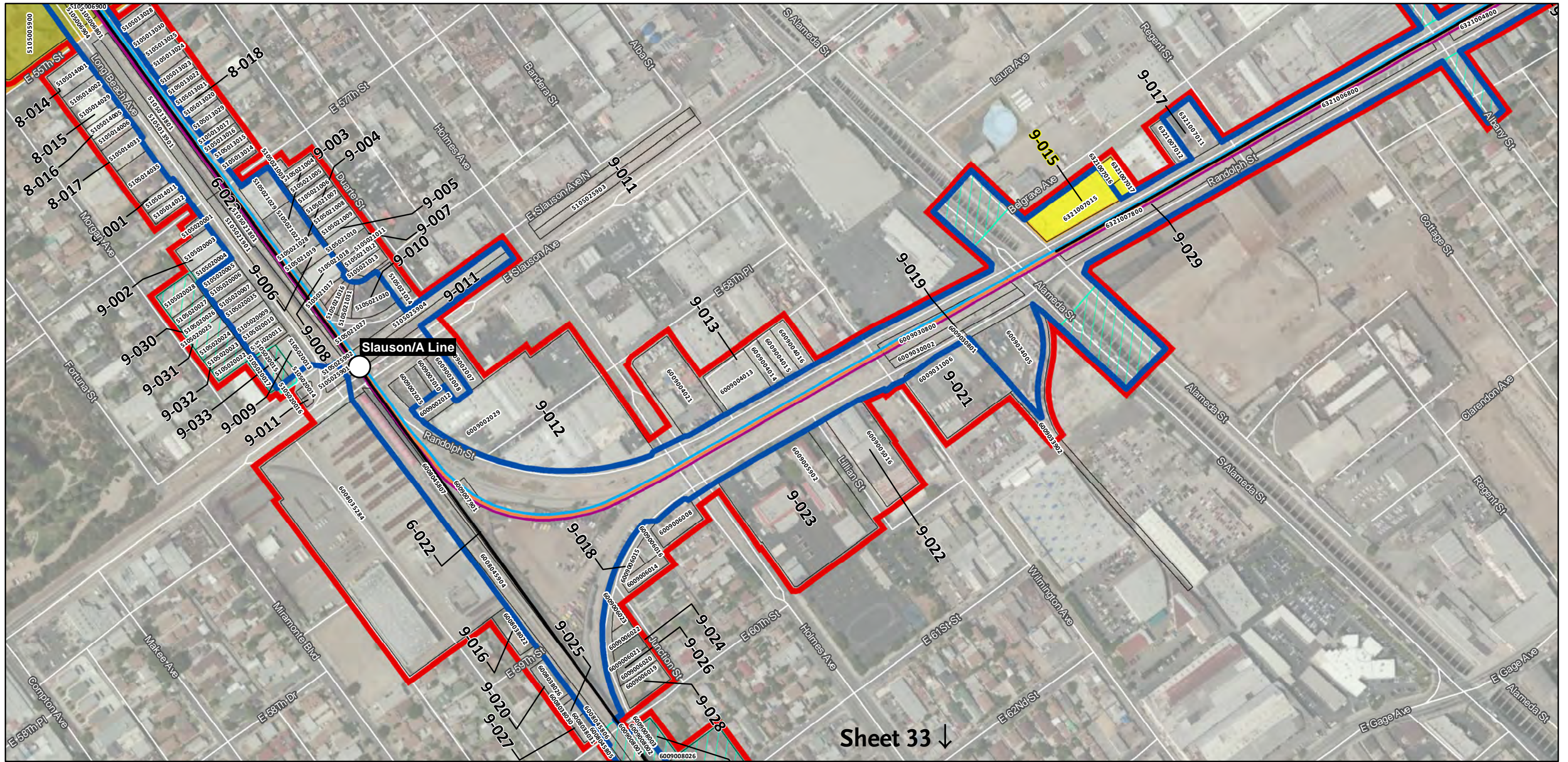


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- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Historic District Listed or Eligible for Listing in the NRHP
- APE Additions Since May 29th, 2019

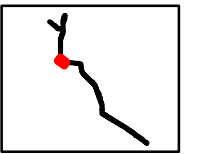
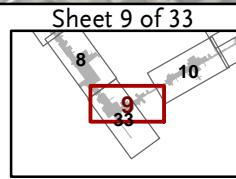
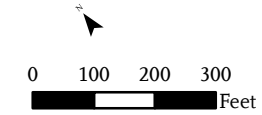
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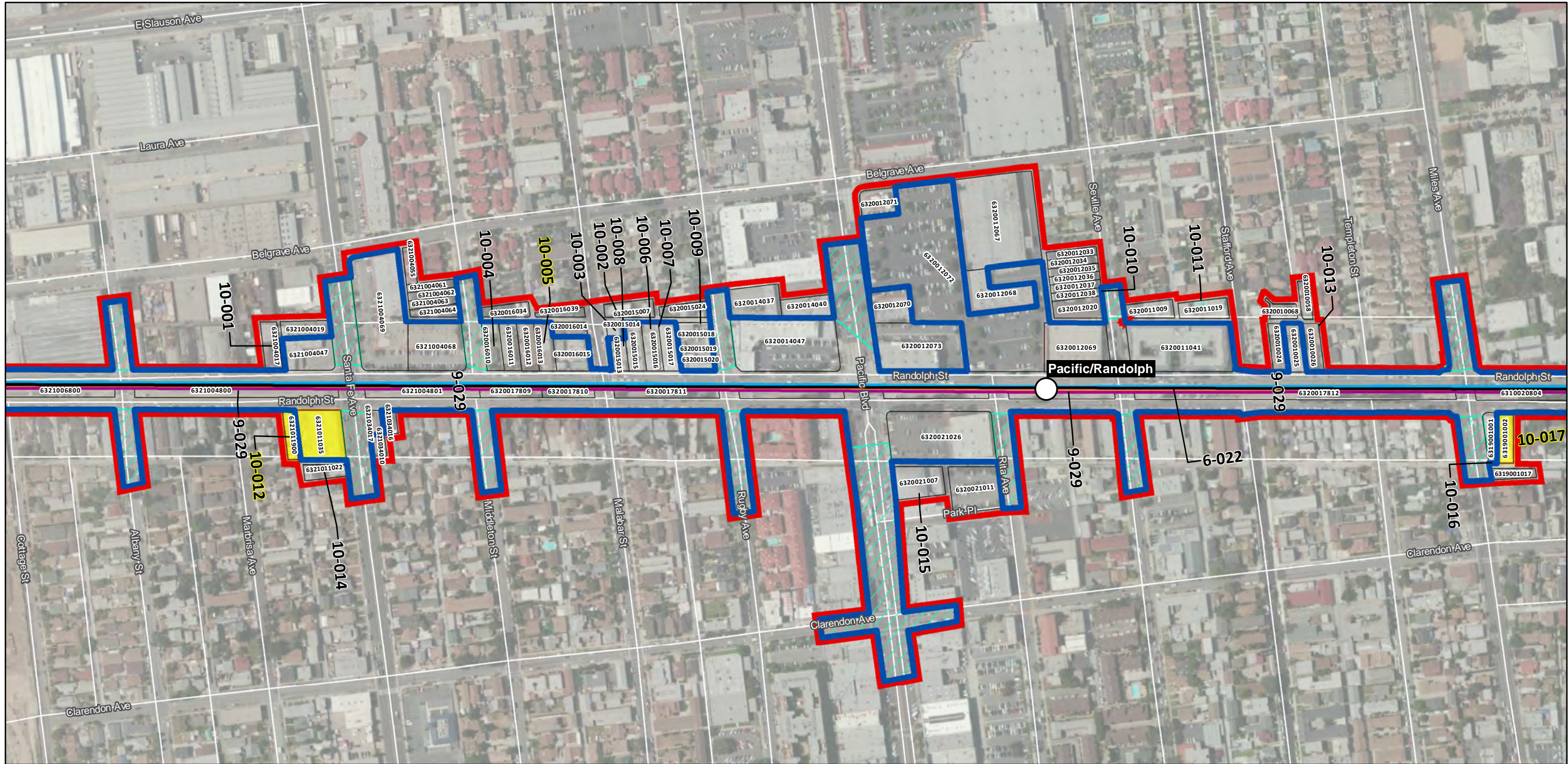
Sheet 8 of 33



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|-------------------|---|--|
| Direct APE | Station | Alternative 3: Slauson/A Line (Blue) to Pioneer |
| Architectural APE | Alternative 1: Union Station to Pioneer | Property Listed and/or Eligible for Listing in the NRHP |
| Parcels | Alternative 2: 7th St/Metro Center to Pioneer | Historic District Listed or Eligible for Listing in the NRHP |
| | | APE Additions Since May 29th, 2019 |



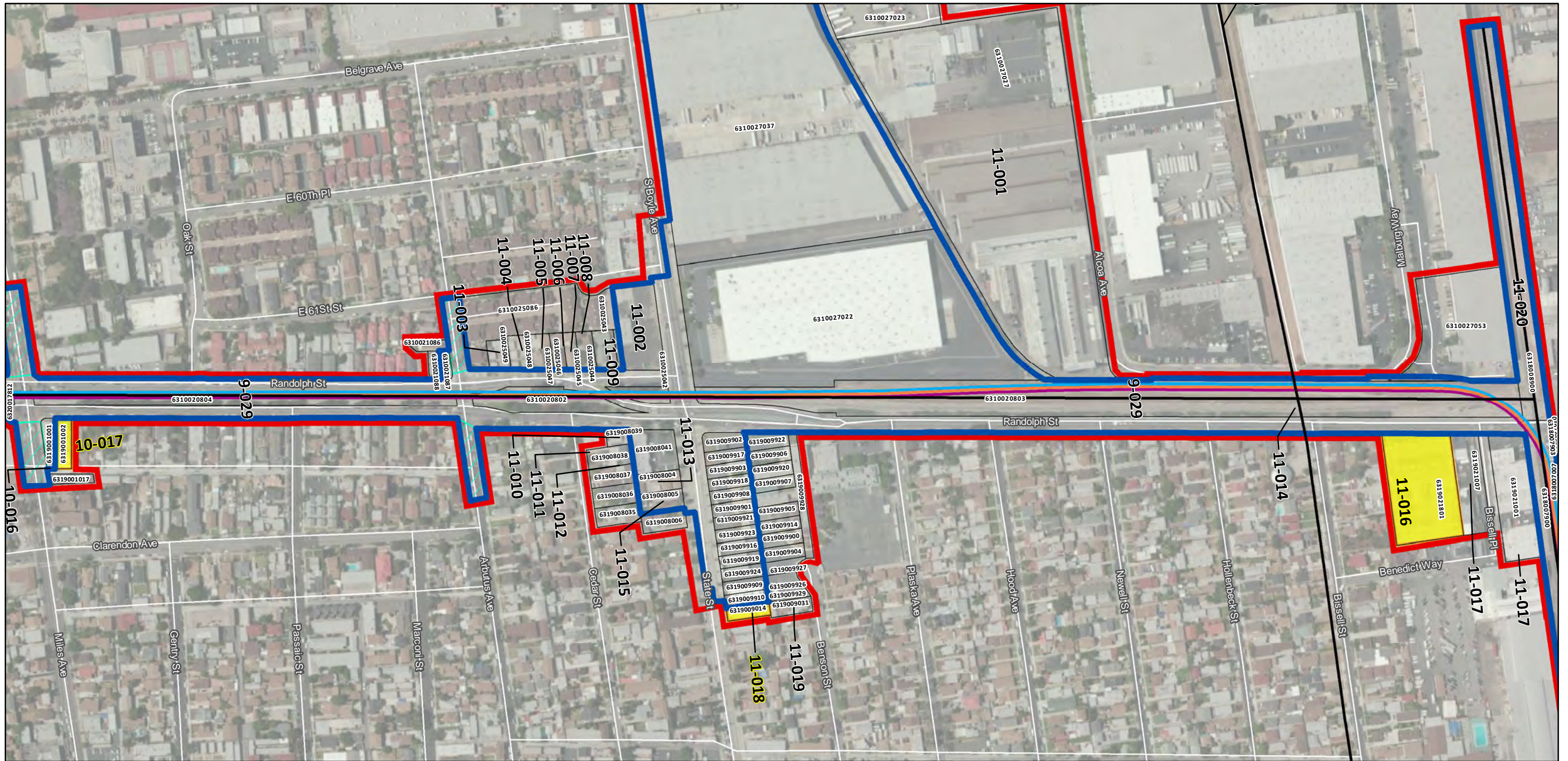


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- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- APE Additions Since May 29th, 2019

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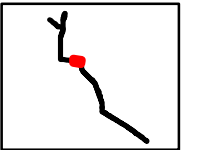
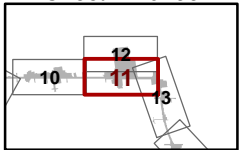
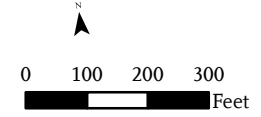
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- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- APE Additions Since May 29th, 2019

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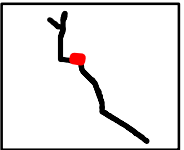
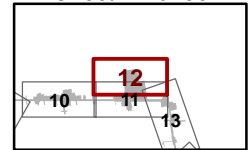
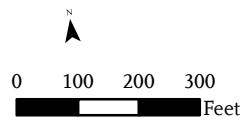


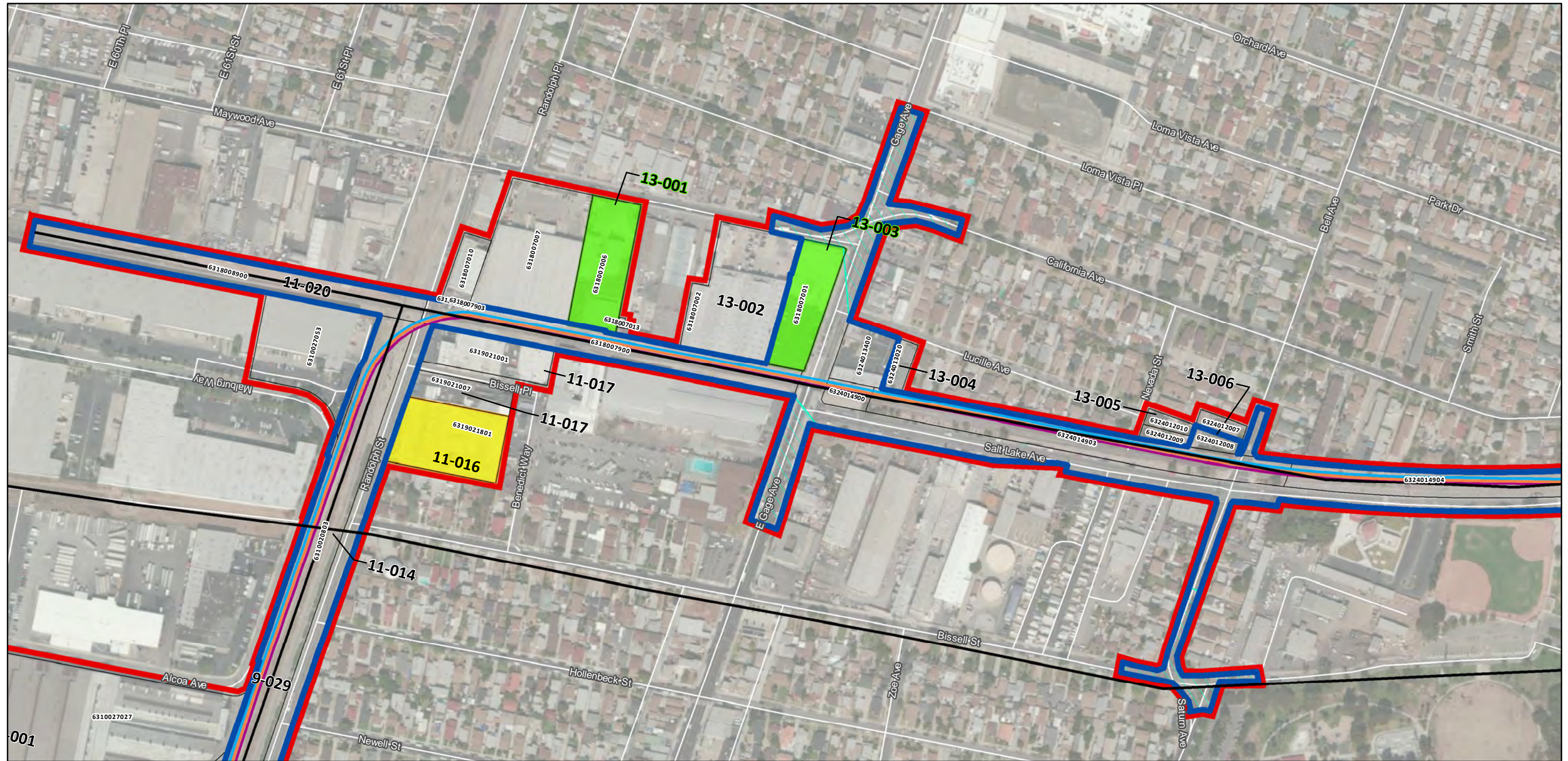


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- Direct APE
- Architectural APE
- Parcels
- APE Additions Since May 29th, 2019

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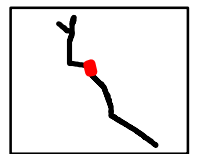
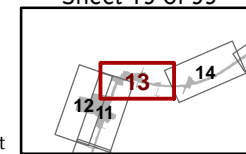
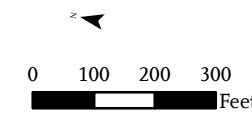




SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

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|--|-------------------|--|---|--|--|
| | Direct APE | | Alternative 1: Union Station to Pioneer | | Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing |
| | Architectural APE | | Alternative 2: 7th St/Metro Center to Pioneer | | Property Listed and/or Eligible for Listing in the NRHP |
| | Parcels | | Alternative 3: Slauson/A Line (Blue) to Pioneer | | APE Additions Since May 29th, 2019 |

Sheet 13 of 33

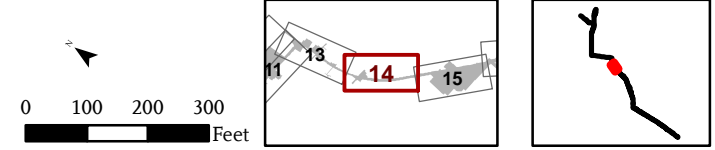


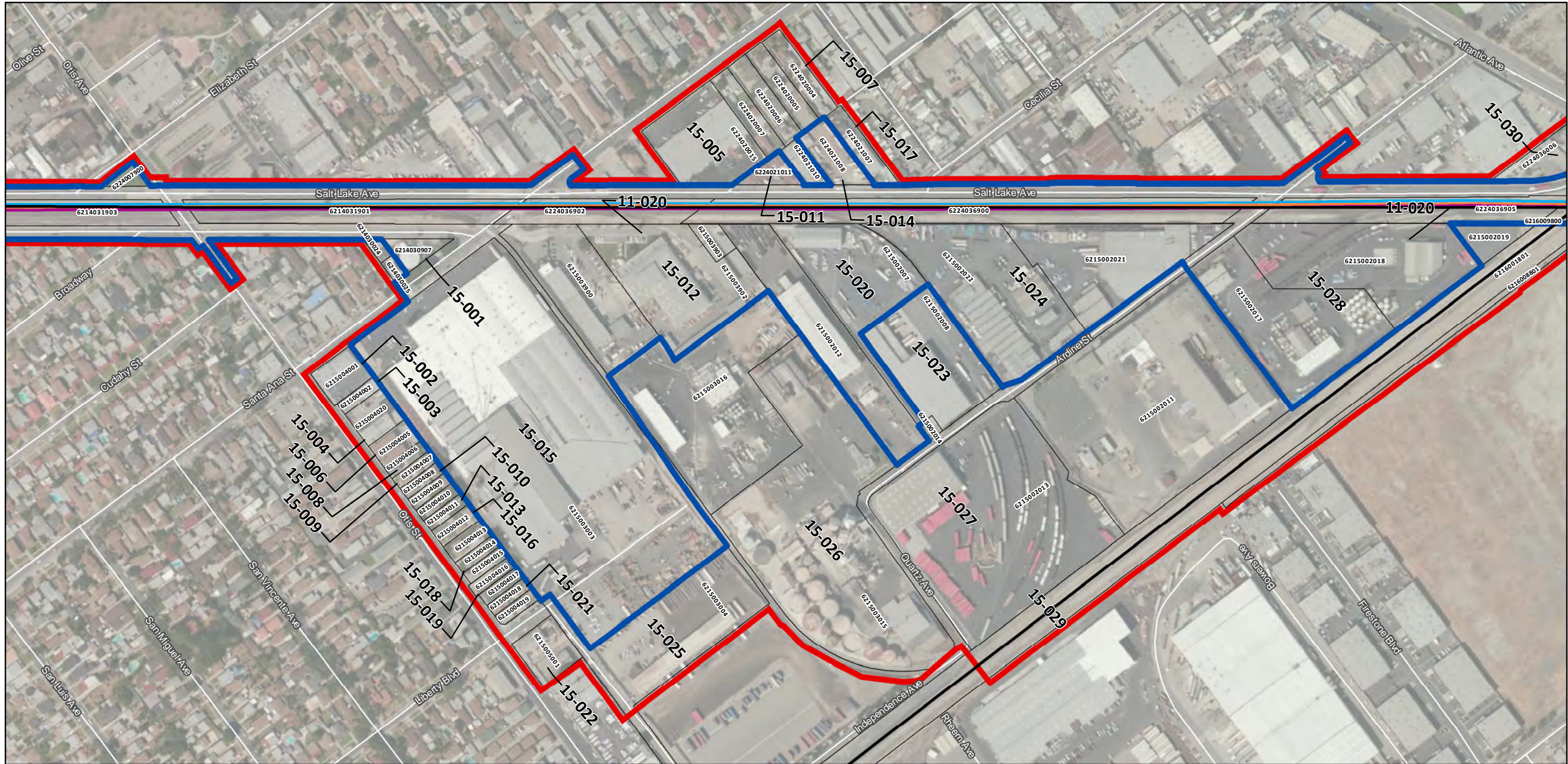


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- APE Additions Since May 29th, 2019

Sheet 14 of 33

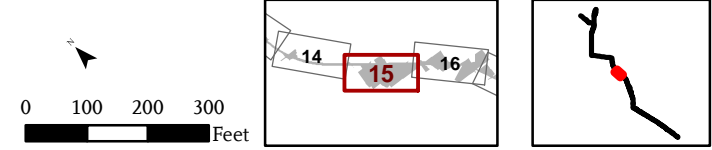


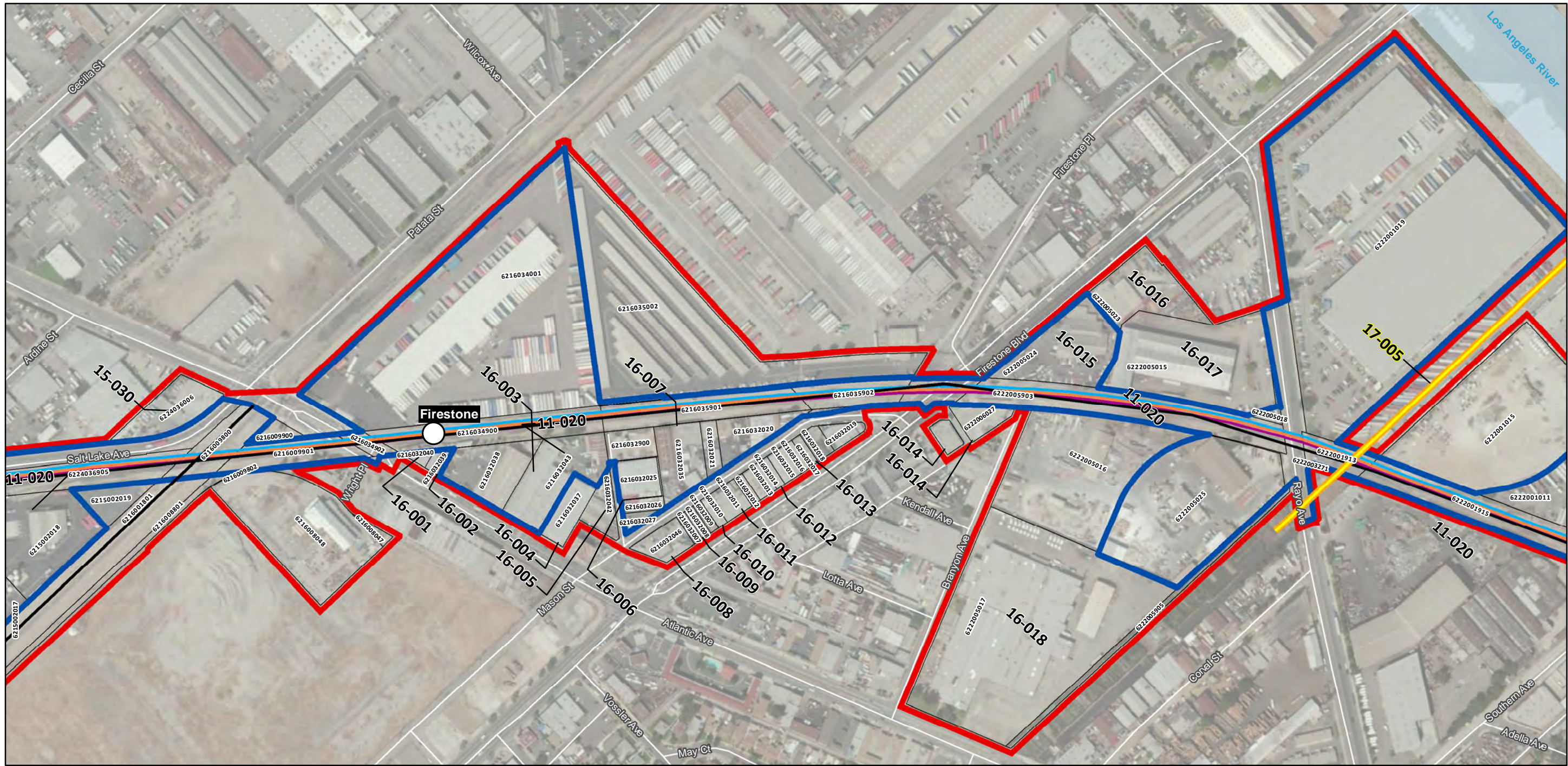


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.









- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer

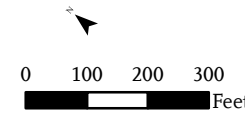
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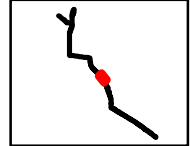
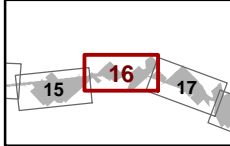


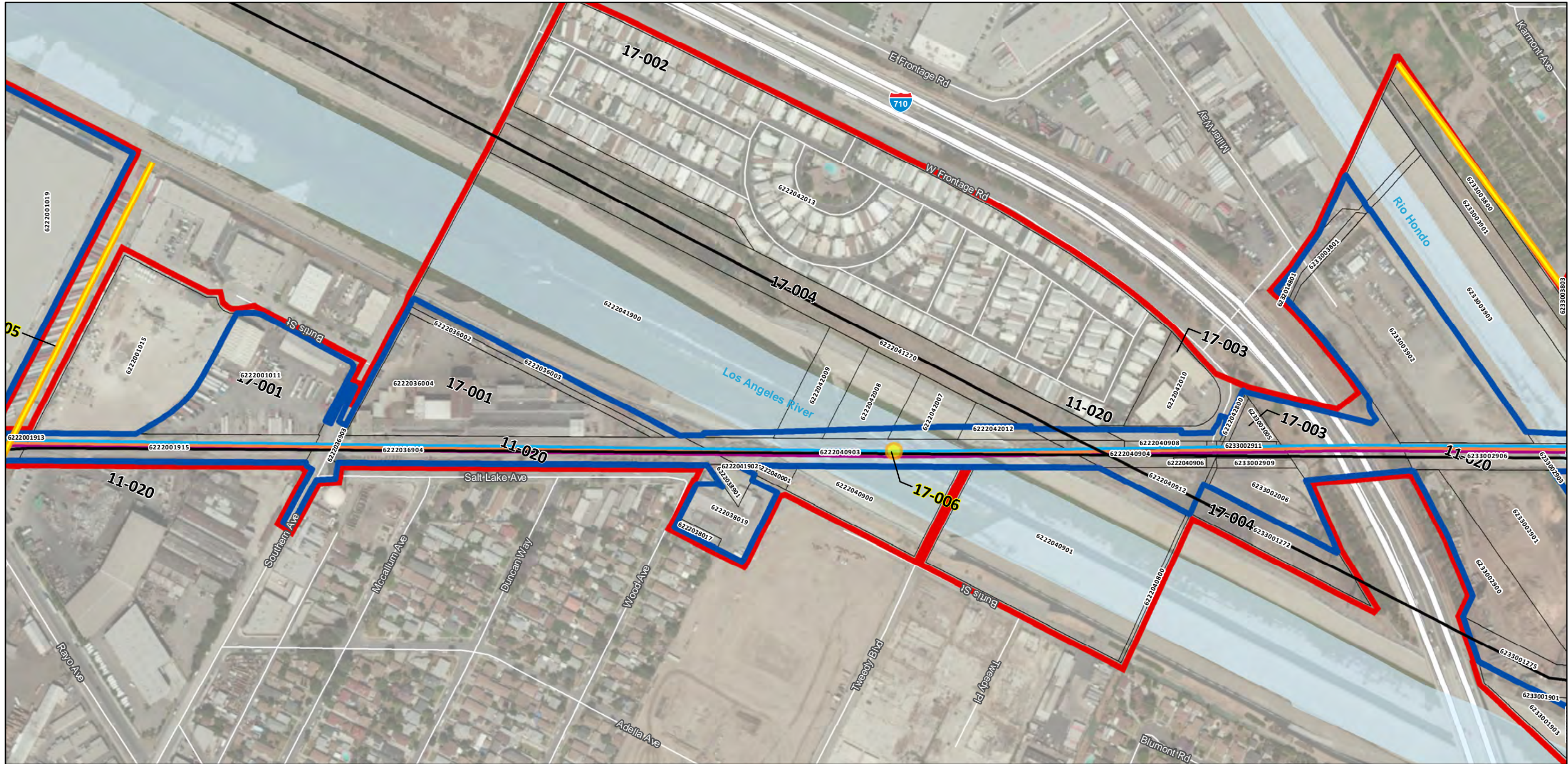
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

-  Direct APE
-  Architectural APE
-  Parcels
-  Station
-  Alternative 1: Union Station to Pioneer
-  Alternative 2: 7th St/Metro Center to Pioneer
-  Alternative 3: Slauson/A Line (Blue) to Pioneer
-  Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP



Sheet 16 of 33

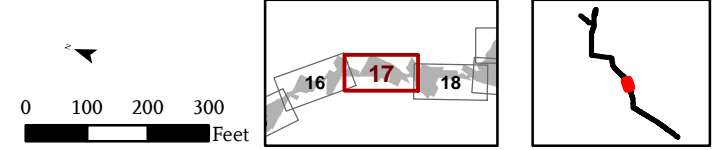


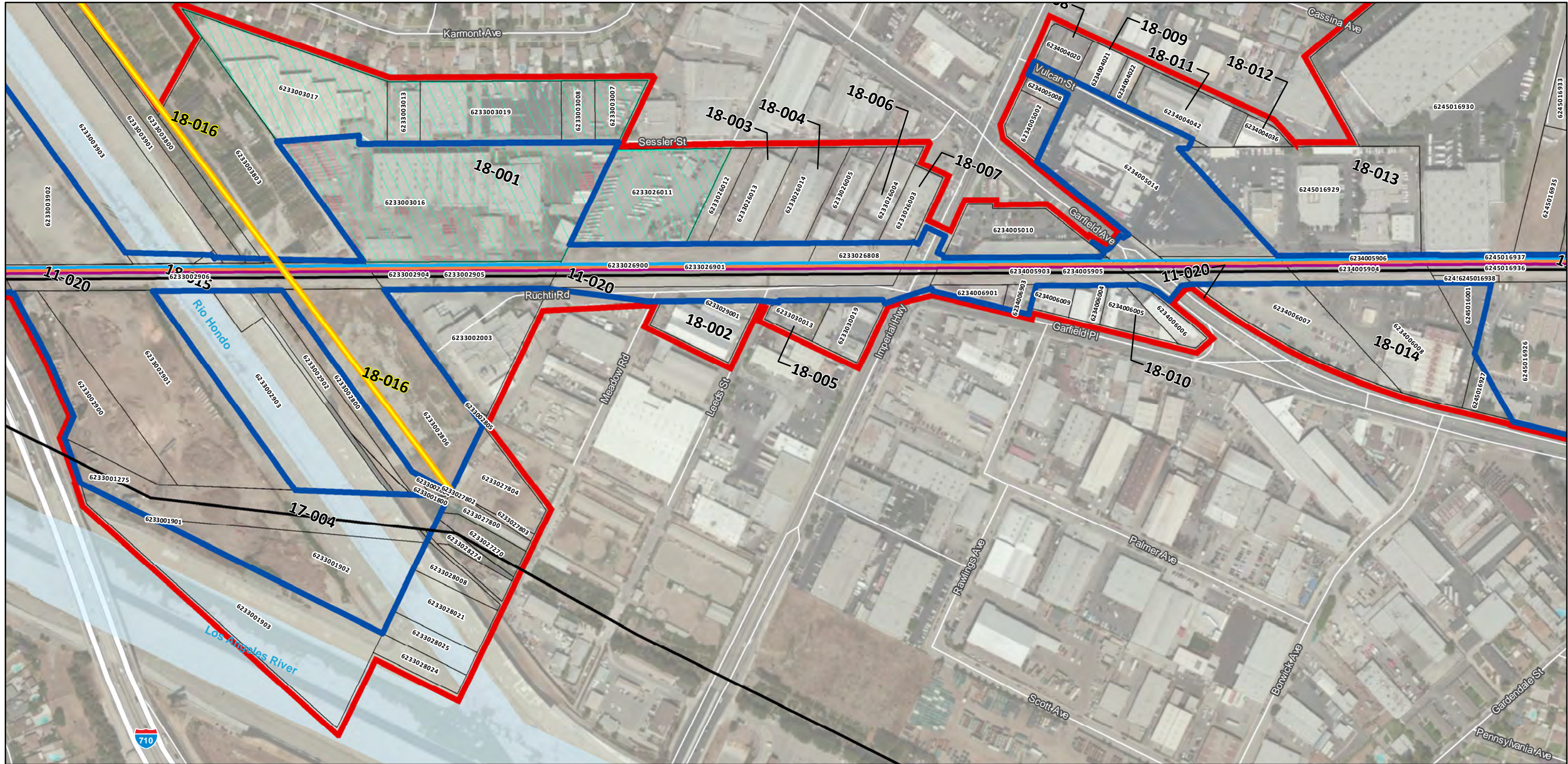


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- | | | |
|-------------------|---|--|
| Direct APE | Alternative 1: Union Station to Pioneer | Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP |
| Architectural APE | Alternative 2: 7th St/Metro Center to Pioneer | Non-Parcel Resource Listed in and/or eligible for listing in the NRHP |
| Parcels | Alternative 3: Slauson/A Line (Blue) to Pioneer | |

Sheet 17 of 33

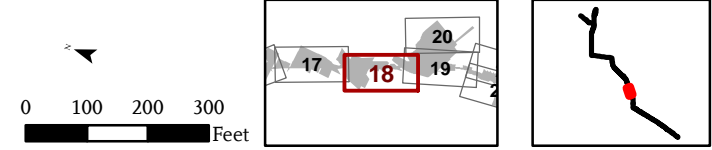


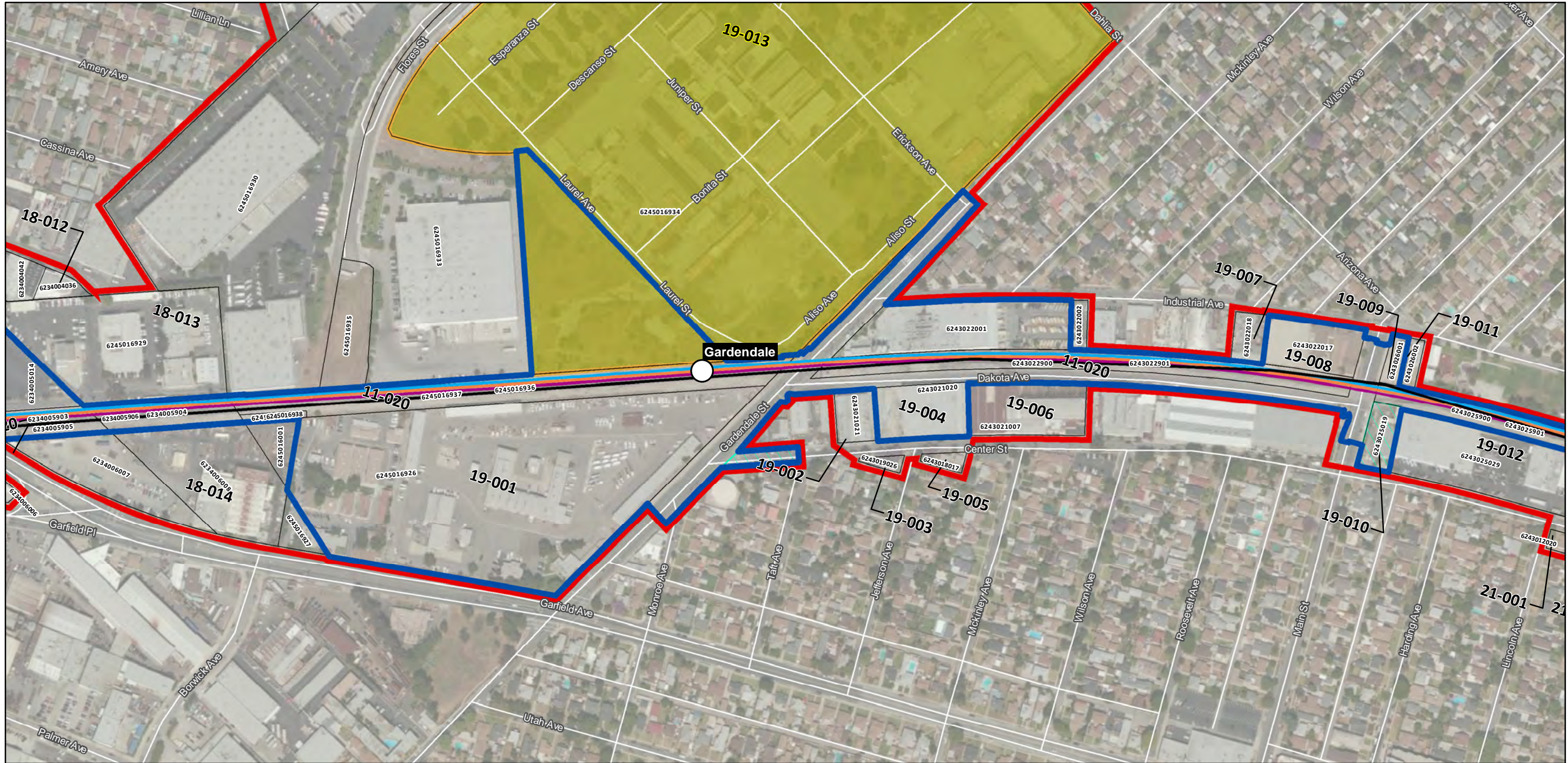


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- | | | |
|-------------------|---|--|
| Direct APE | Alternative 1: Union Station to Pioneer | Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP |
| Architectural APE | Alternative 2: 7th St/Metro Center to Pioneer | APE Additions Since May 29th, 2019 |
| Parcels | Alternative 3: Slauson/A Line (Blue) to Pioneer | |

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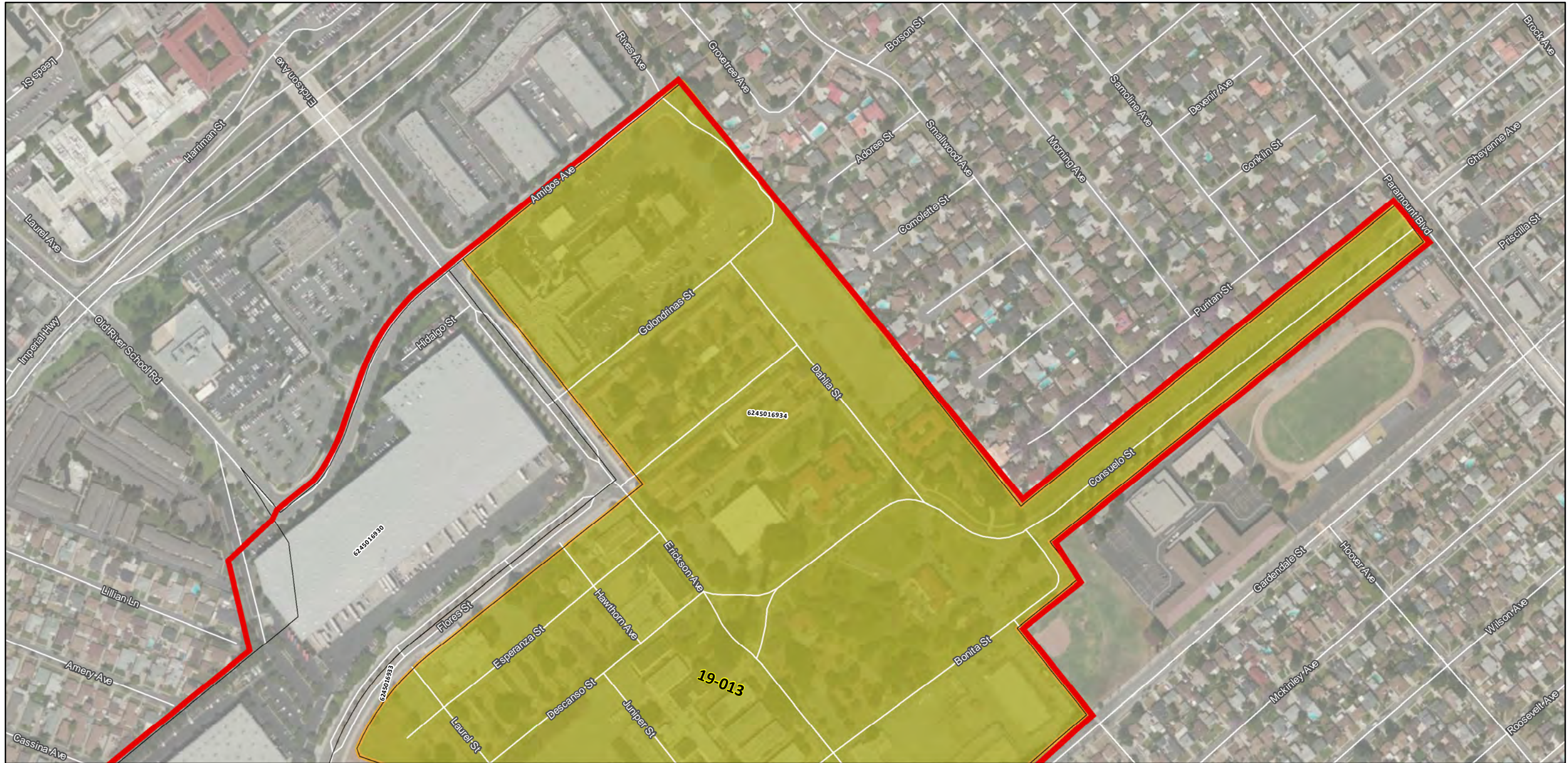


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Historic District Listed or Eligible for Listing in the NRHP
- APE Additions Since May 29th, 2019
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer

0 100 200 300
Feet

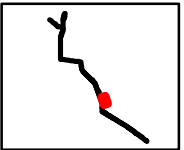
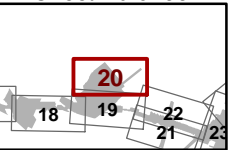
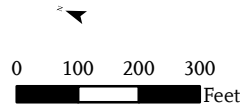
Sheet 19 of 33

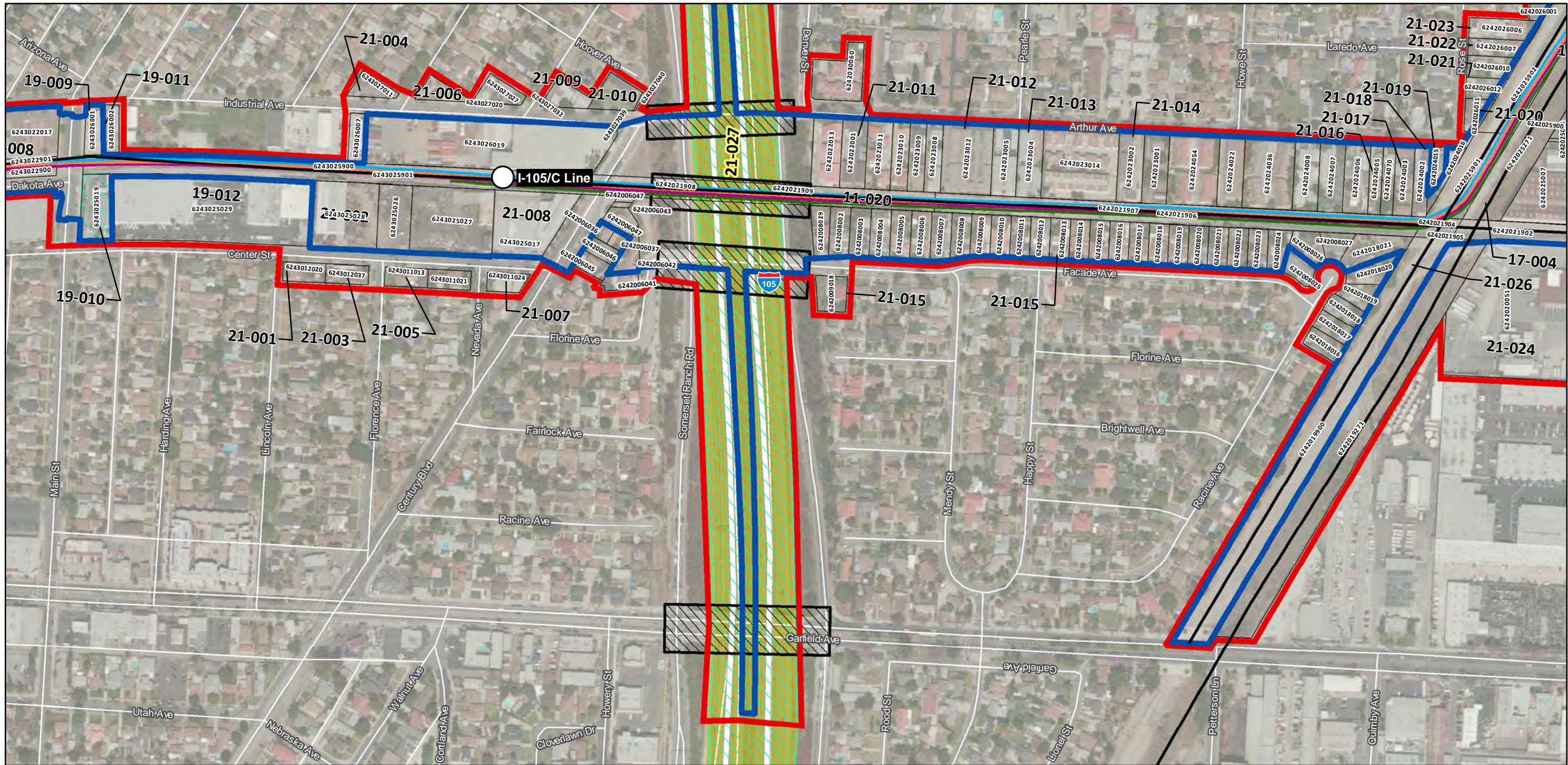


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- Direct APE
- Historic District Listed or Eligible for Listing in the NRHP
- Architectural APE
- Parcels

Sheet 20 of 33





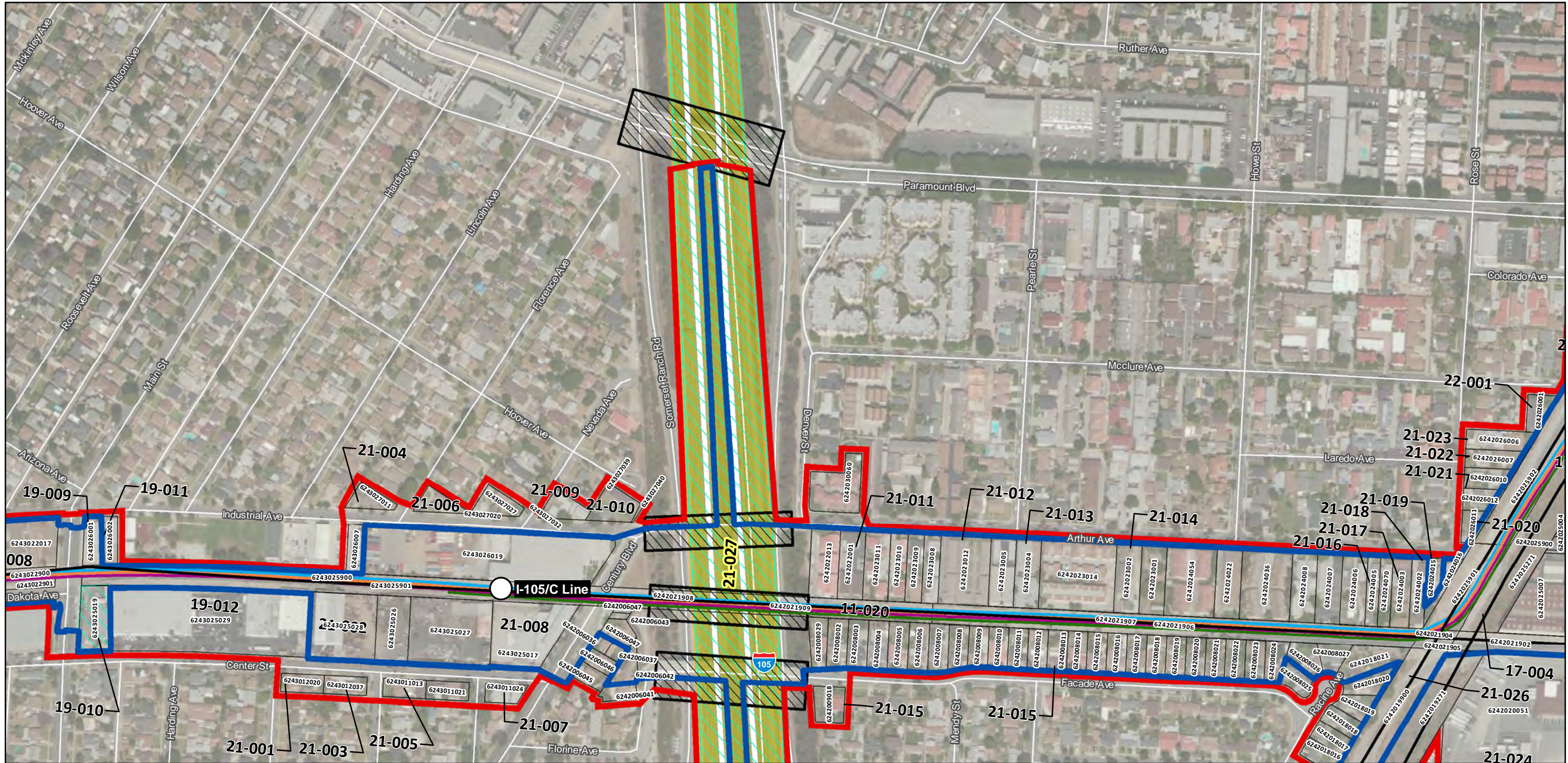
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Historic District Listed or Eligible for Listing in the NRHP
- APE Additions Since May 29th, 2019

Contributing Bridges to the Century Freeway-Transitway Historic District

Sheet 21 of 33

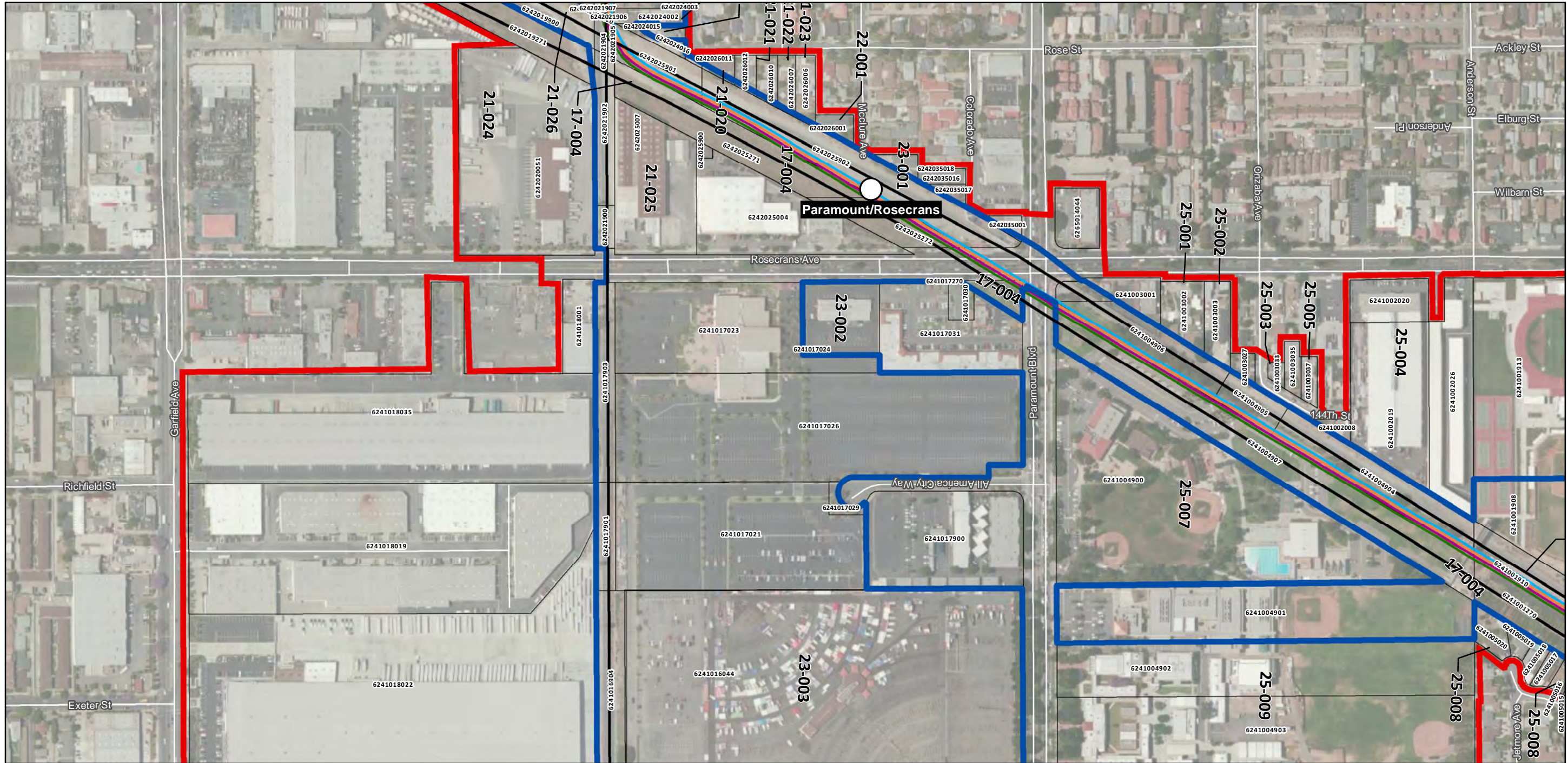
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SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

Direct APE	Station	Alternative 3: Slauson/A Line (Blue) to Pioneer	Contributing Bridges to the Century Freeway-Transitway Historic District
Architectural APE	Alternative 1: Union Station to Pioneer	Alternative 4: I-105/C Line (Green) to Pioneer	Historic District Listed or Eligible for Listing in the NRHP
Parcels	Alternative 2: 7th St/Metro Center to Pioneer	APE Additions Since May 29th, 2019	

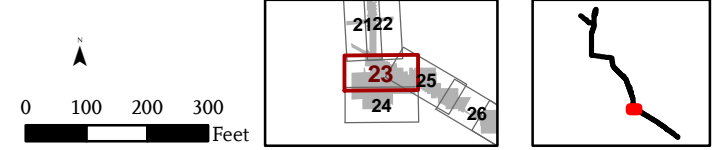
Sheet 22 of 33

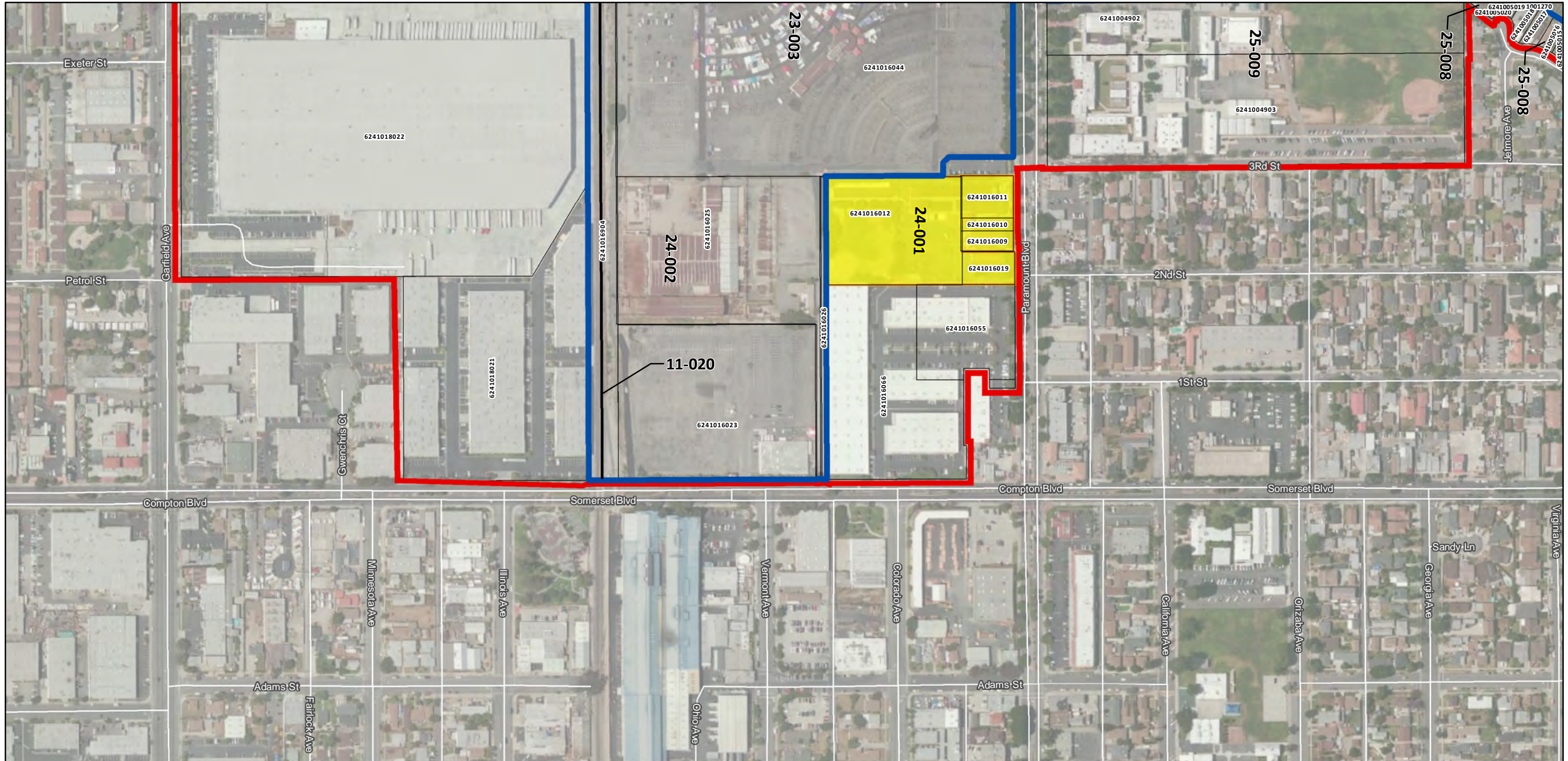


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer

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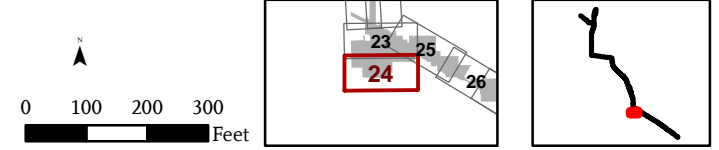


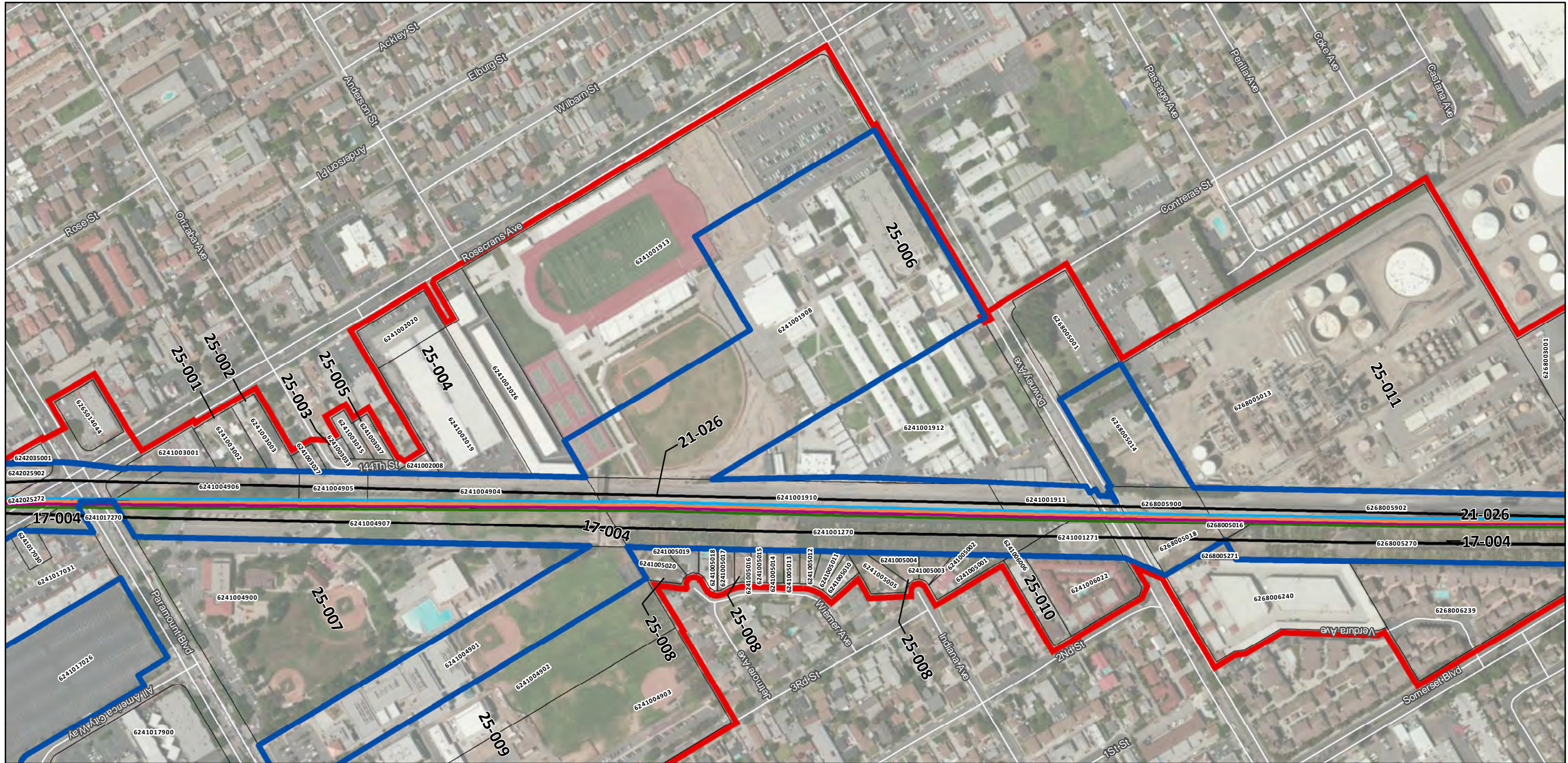


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Property Listed and/or Eligible for Listing in the NRHP
- Architectural APE
- Parcels

Sheet 24 of 33



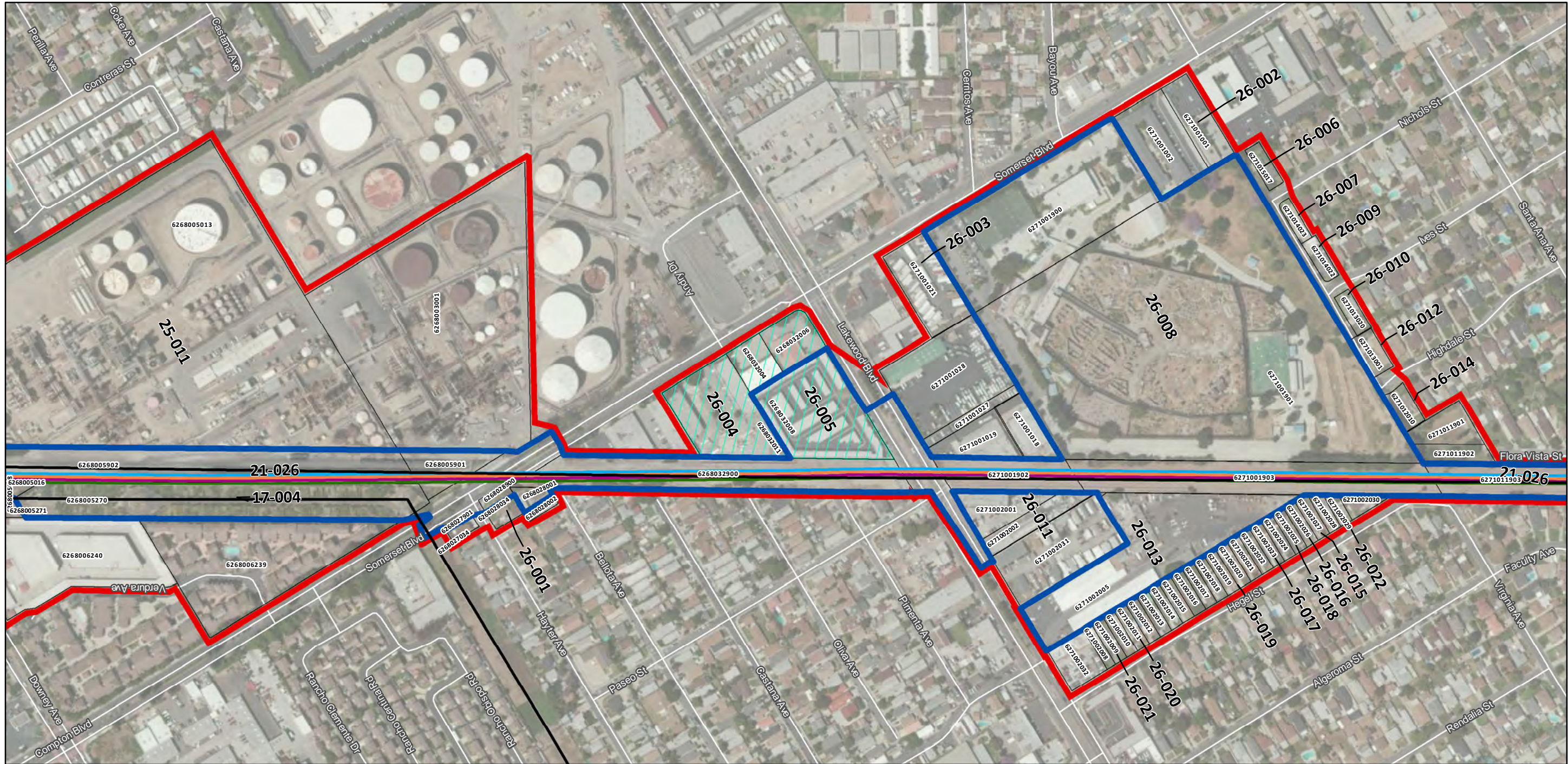


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer

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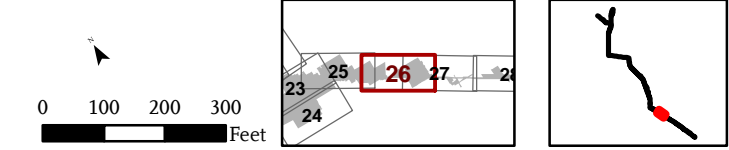
Sheet 25 of 33

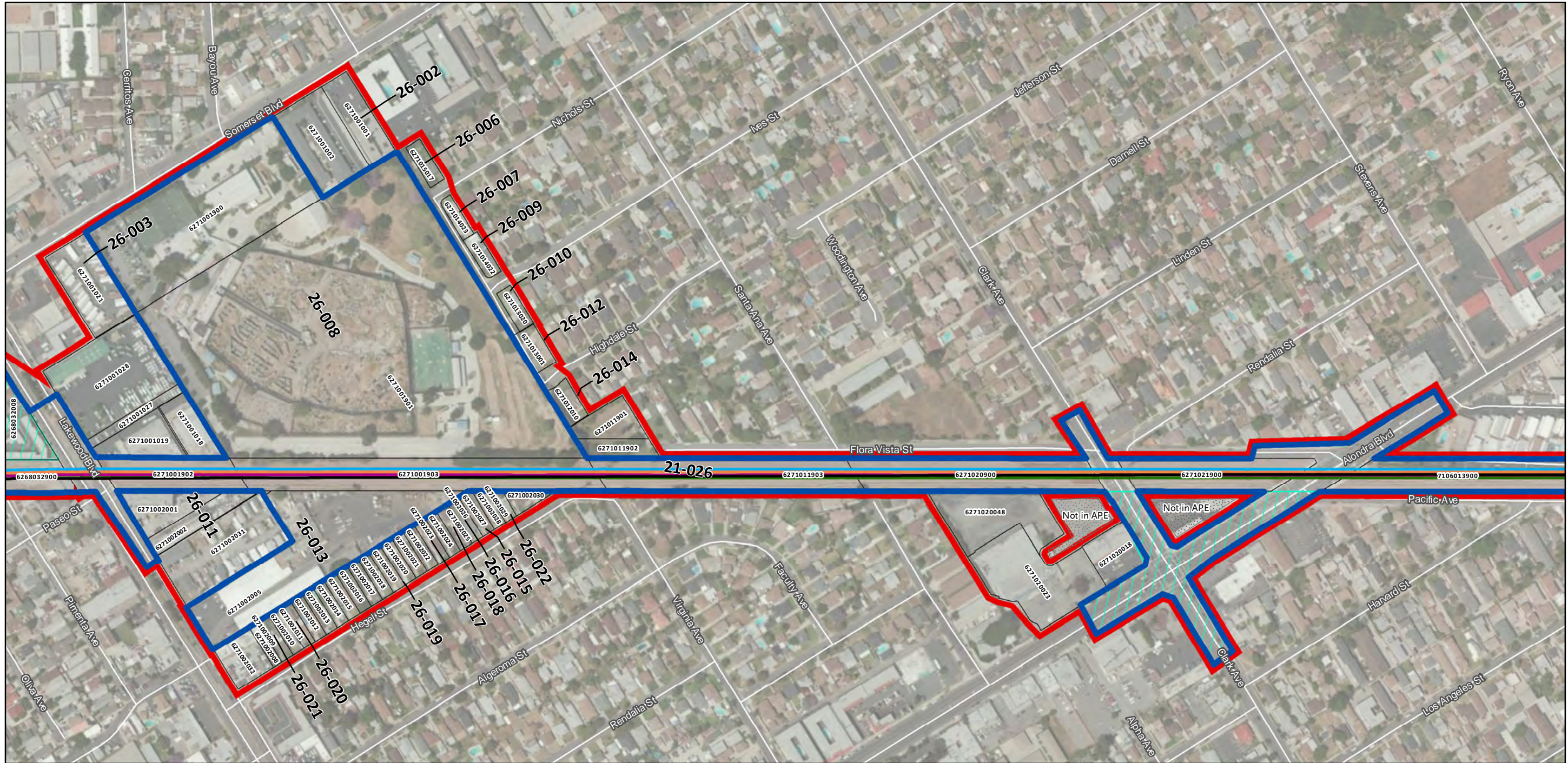


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- APE Additions Since May 29th, 2019

Sheet 26 of 33

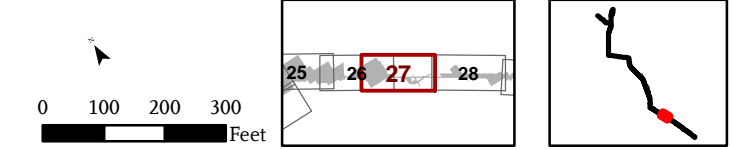


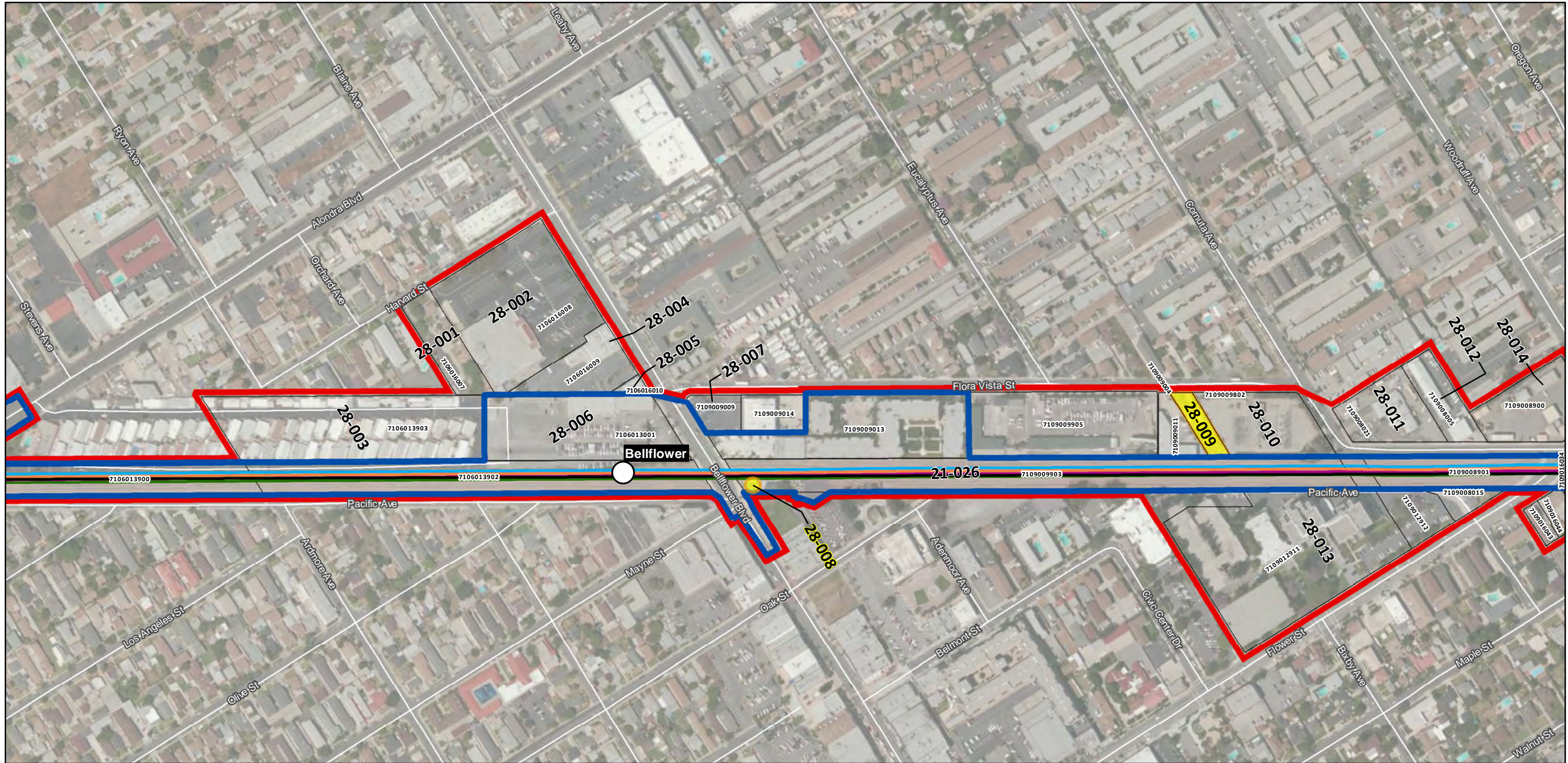


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- APE Additions Since May 29th, 2019

Sheet 27 of 33



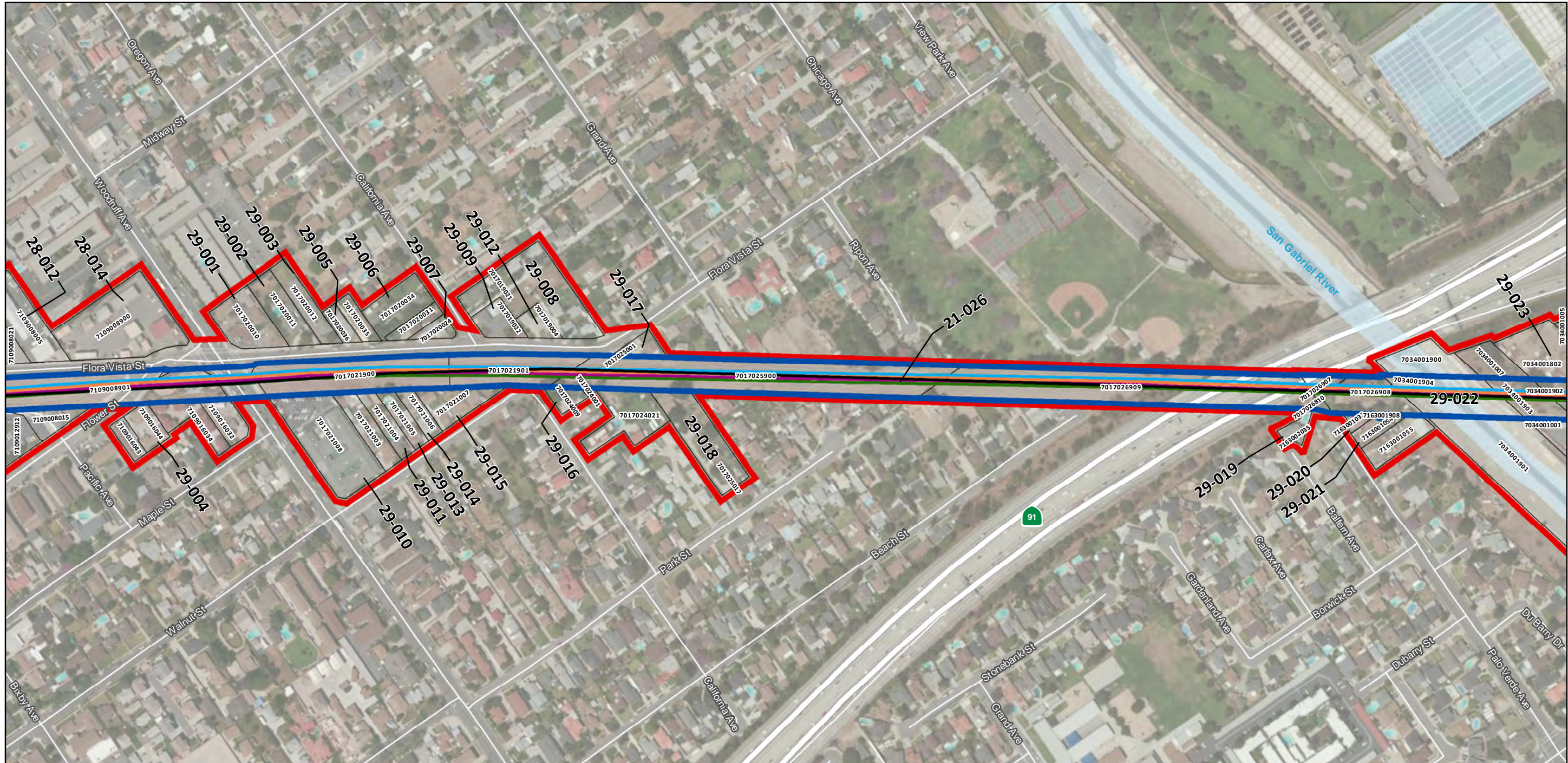


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.








- | | | | |
|-------------------|---|---|---|
| Direct APE | Station | Alternative 3: Slauson/A Line (Blue) to Pioneer | Non-Parcel Resource Listed in and/or eligible for listing in the NRHP |
| Architectural APE | Alternative 1: Union Station to Pioneer | Alternative 4: I-105/C Line (Green) to Pioneer | |
| Parcels | Alternative 2: 7th St/Metro Center to Pioneer | Property Listed and/or Eligible for Listing in the NRHP | |

Sheet 28 of 33

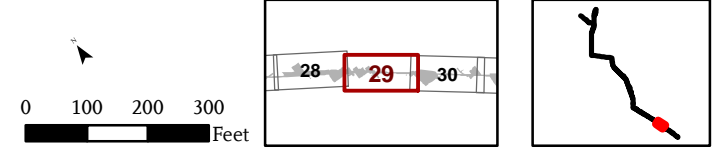
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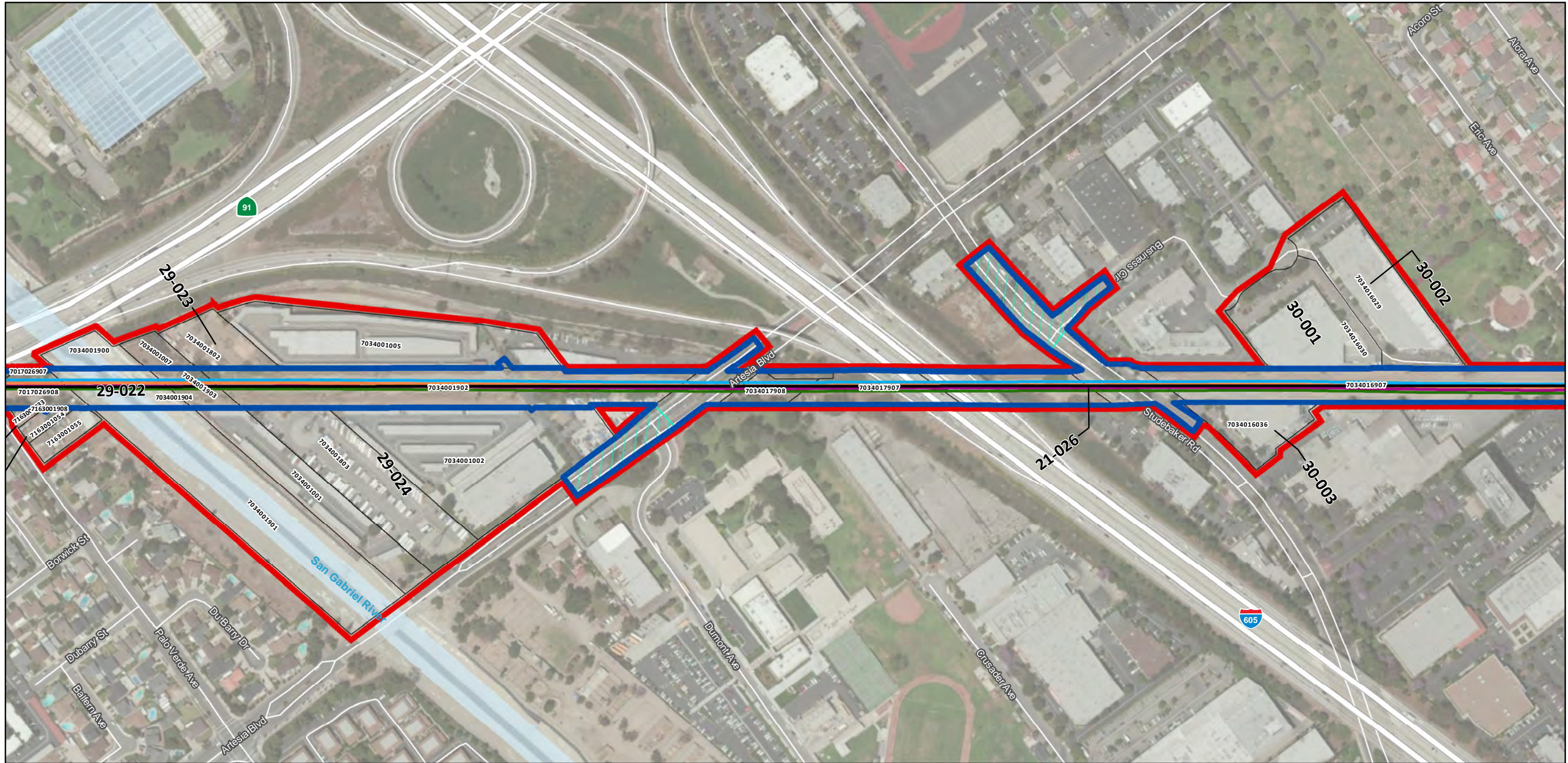


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.









- | | |
|---|---|
|  Direct APE |  Alternative 1: Union Station to Pioneer |
|  Architectural APE |  Alternative 2: 7th St/Metro Center to Pioneer |
|  Parcels |  Alternative 3: Slauson/A Line (Blue) to Pioneer |
| |  Alternative 4: I-105/C Line (Green) to Pioneer |

Sheet 29 of 33

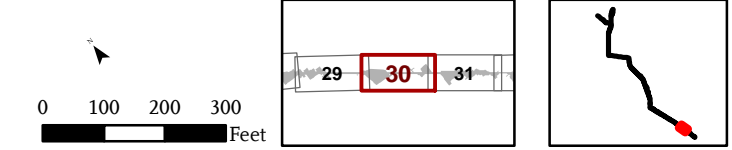


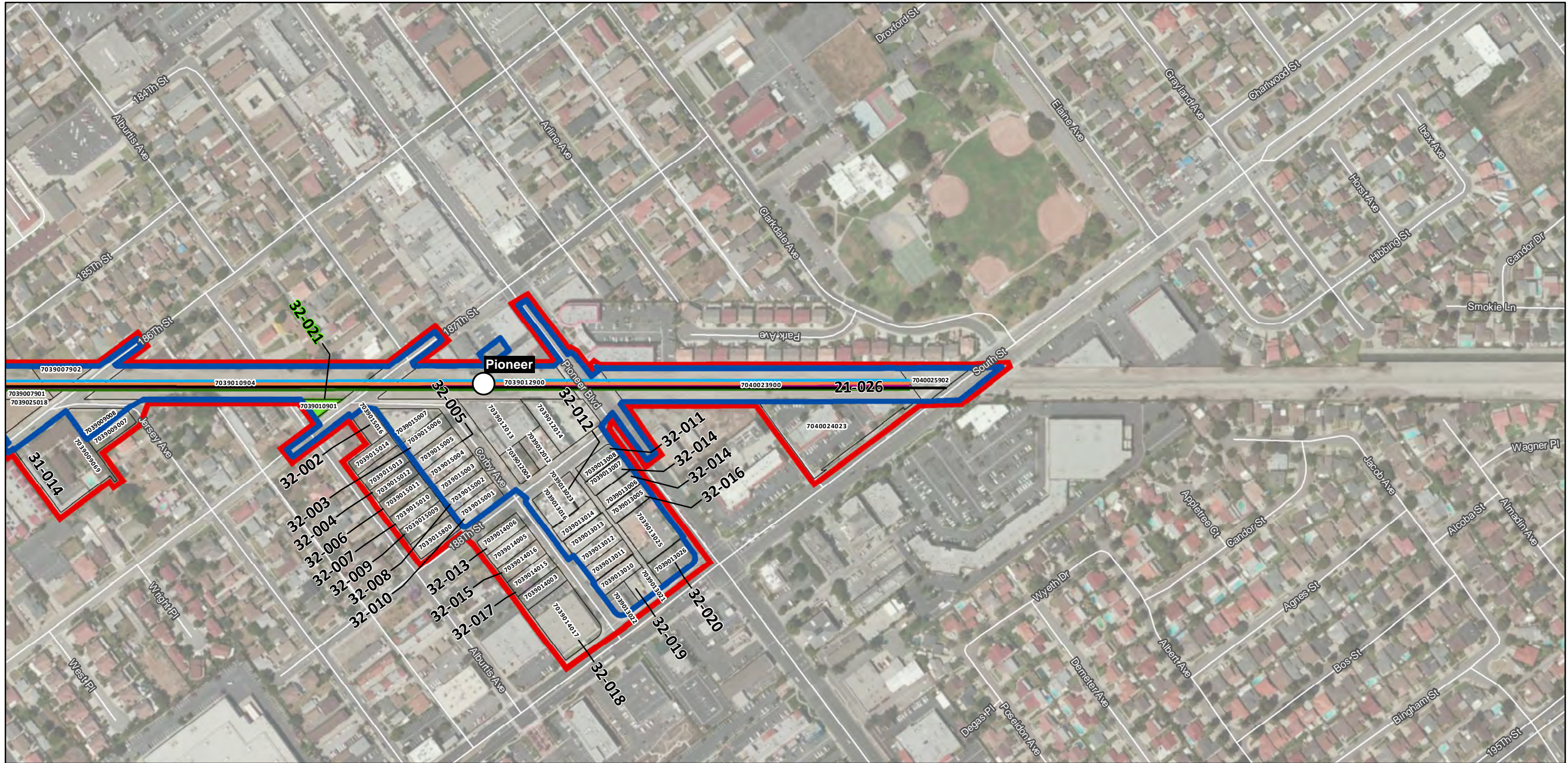


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- | | | |
|---|---|---|
|  Direct APE |  Alternative 1: Union Station to Pioneer |  APE Additions Since May 29th, 2019 |
|  Architectural APE |  Alternative 2: 7th St/Metro Center to Pioneer | |
|  Parcels |  Alternative 3: Slauson/A Line (Blue) to Pioneer | |
| |  Alternative 4: I-105/C Line (Green) to Pioneer | |

Sheet 30 of 33

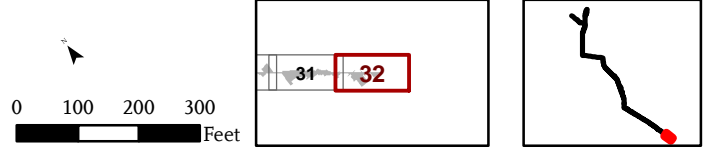


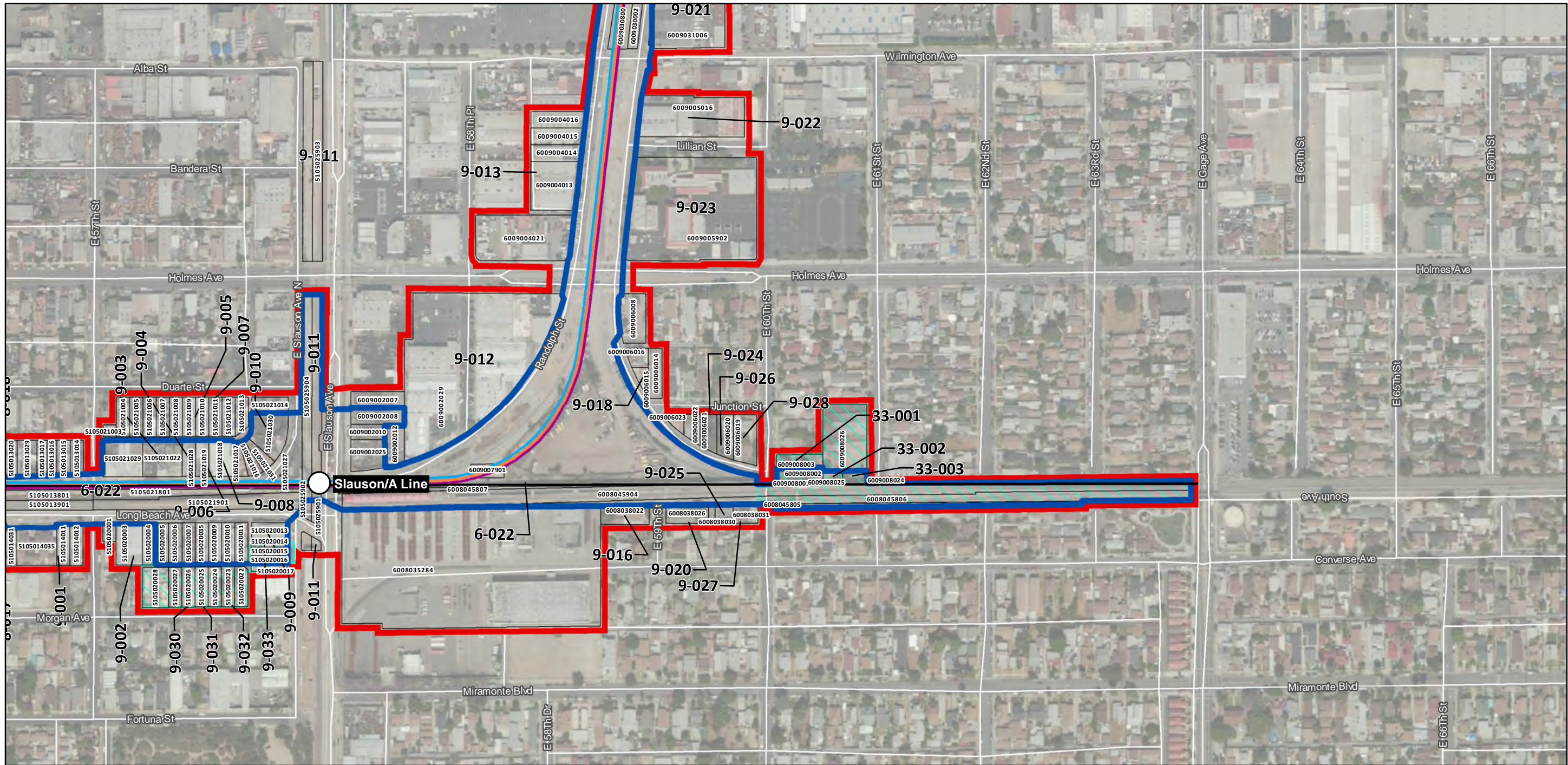


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- | | | |
|-------------------|---|--|
| Direct APE | Station | Alternative 3: Slauson/A Line (Blue) to Pioneer |
| Architectural APE | Alternative 1: Union Station to Pioneer | Alternative 4: I-105/C Line (Green) to Pioneer |
| Parcels | Alternative 2: 7th St/Metro Center to Pioneer | Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing |

Sheet 32 of 33

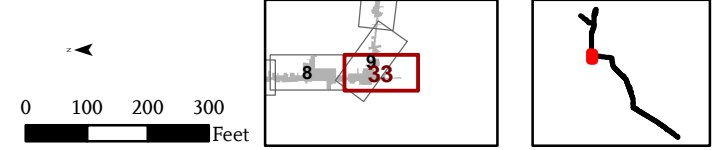




SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- APE Additions Since May 29th, 2019

Sheet 33 of 33



APPENDIX B – SHPO CONSULTATION



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

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

March 30, 2020

Julianne Polanco
California State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, State Historian

Re: Revised APE and NRHP Eligibility Determinations
for West Santa Ana Branch Transit Corridor Project
(FTA_2018_1224_001)

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is continuing consultation with the California State Historic Preservation Office (SHPO) under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations [CFR] 800) for the West Santa Ana Branch (WSAB) Transit Corridor Project (Project). This letter requests your comments on revisions to the Area of Potential Effects (APE) as well as concurrence on the determinations of eligibility that were completed for this Project pursuant to 36 CFR 800.4.

The APE map with highlighted revisions is shown in Attachment A. Attachment B contains the summary of determinations of historic property eligibility for the National Register of Historic Places (NRHP). The *West Santa Ana Branch Transit Corridor Cultural Resources Survey Report* provides information on the results of a records search conducted through the California Historical Resources Information System (CHRIS), Section 106 consultation and Native American consultation, archival research, and historic properties identification efforts undertaken for the Project (Attachment C).

Background

The Project is a proposed light rail transit line that would extend through Southeast Los Angeles County. The Project includes four Build Alternatives, referred to as Alternatives 1, 2, 3, and 4.

Alternatives 1 and 2 differ in the Project's Northern Section but share a common alignment from the Arts/Industrial District Station to the southern terminus at the proposed Pioneer Station in the City of Artesia. Both Alternatives 1 and 2 total approximately 19.3 miles in length.

Alternative 3 extends 14.8 miles and begins at the Slauson/A Line Station, following along the same alignment as Alternatives 1 and 2 to the southern terminus at the proposed Pioneer Station. Alternative 4 extends 6.6 miles and begins at the I-105/C Line Station and terminates at the proposed Pioneer Station. All four Alternatives include the following components: station configurations, parking facilities, crossings (at-grade, freeway, elevated street, and elevated rail), traction power substation facilities, and maintenance and storage facilities. Alternative 1 includes two design options: Design Option 1 proposes to change the northern terminus for Alternative 1 from the Los Angeles Union Station (LAUS) Forecourt to behind the Metropolitan Water District building on the east side of LAUS. Design Option 2 proposes to add the Little Tokyo Station under Alternative 1.

On December 21, 2018, FTA initiated Section 106 consultation with your office regarding the APE and the proposed approach to the survey, identification and evaluation of built environment resources. In a letter dated January 18, 2019, the SHPO responded with comments. In a letter dated April 26, 2019, FTA provided additional information. SHPO indicated that they had no further comments on the APE and agreed that the screening methodology was appropriate on May 29, 2019.

Revisions to the Area of Potential Effects

The APE has been delineated to consider potential direct and indirect effects, including potential noise, vibration or visual effects to historic properties. For considerations of "direct APE," the APE includes areas of direct effect and ground disturbance such as the alignment right-of-way (ROW), stations, laydown yards, maintenance facilities, and parking lots plus street or parcels directly above the proposed tunnel areas. The APE extends from the existing ground surface to approximately 90 feet above the existing ground surface and approximately 115 feet below the existing ground surface. To account for indirect effects to the built environment as part of "architectural APE" considerations, the APE generally includes a one parcel buffer (except where the alignment is at-grade and project work is limited within the existing ROW) and the width of a highway where construction activities cross highways.

Since 2019, project design modifications have resulted in an expansion of the APE. Design modifications involved the following: development of traffic mitigation measures, sidewalk, refinements to the Project alignment, and additional work in areas that were previously not identified for any ground disturbance. Consistent with the previous delineation of the APE, a one parcel buffer under the architectural APE was not included in areas where traffic mitigation measures (such as restriping) or other project work was limited within the existing ROW.

Revisions to the APE since May 2019 are shown on the attached map and marked with aqua blue hatching (Attachment A). NO changes are on APE Sheets 1-3, 5-7, 12, 14-17, 19-20, 23-25, 28, 29, 31, 32. A summary of these changes are follows:

- APE Sheet 4: Expansion of the APE to include Map Reference Number (MRN) 4-039 as a result of the laydown area proposed for the corner of South Santee and East 8th Streets
- APE Sheet 8: Expansion of the APE to include 1764 Vernon Avenue (5106-004-001) as a result of the laydown area proposed for the corner of Long Beach and East Vernon Avenues
- APE Sheet 9: Expansion of the APE in the area around Slauson Boulevard and Morgan Avenue for the A Line reconstruction
- APE Sheets 9, 10, 11, 13: Expansion of the APE to accommodate traffic mitigation measures
- APE Sheet 18: Expansion of APE for revision to the alignment
- APE Sheet 21: Notation for MRN 21-027 (I-105/Century Freeway-Transitway Historic District) as a resource eligible for the NRHP
- APE Sheet 22: Expansion of APE to include one additional property (MRN 19-10 for sidewalk improvements and refinement of the APE along I-105
- APE Sheet 26: Expansion of APE to include one additional property (MRN 26-005) for sidewalk improvements and three adjacent properties were added to the APE in this area
- APE Sheets 27 and 30: Expansion of the APE (within existing ROW) to accommodate traffic mitigation measures
- APE Sheet 33: Expansion of the APE in the vicinity of South Avenue for the A Line reconstruction

Section 106 Consultation

On June 23, 2017, the Native American Heritage Commission (NAHC) was contacted for a request a review of the Sacred Lands File (SLF). NAHC responded on July 27, 2017. Following changes to the Project alignment, a search of the SLF was again requested on August 30, 2018, and the NAHC responded on September 11, 2018. Both SLF searches noting that sites have been located within the Los Angeles quadrangle of the APE. The NAHC recommended that the Gabrieleño Band of Mission Indians – Kizh Nation be contacted to obtain additional information regarding these sites. The NAHC also provided lists of groups or individuals who may have additional information regarding cultural resources that may exist within the APE.

On December 14, 2018, FTA sent Section 106 consultation letters to the Native American contacts provided by the NAHC. The letter included information on the identification of prehistoric sites, and sacred and/or traditional cultural properties in the APE. Responses were received from three Native American groups. On January 3, 2019, the Kizh Nation sent an email to the FTA requesting Section 106 consultation for the Project. Following telephone and email correspondence, on March 13, 2020, Andrew Salas, Chairperson for the Kizh Nation agreed in an email that the mitigation developed for the purposes of Assembly Bill 52 would be acceptable for the purposes of Section 106.

On February 11, 2019, Adrian Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians emailed a response also requesting Section 106 consultation.

Mr. Morales requested that the South Central Coastal Information Center (SCCIC) record searches and all other informational data source be inclusive of a 1.0-mile radius search. In response to this request, the SCCIC record search was updated increasing the radius from 0.5 to 1-mile.

In addition, Robert Dorame, Chairperson for the Gabrieleño Tongva Indians of California Tribal Council discussed the Project with FTA staff on January 29, 2019. He stated he would respond to the request by email. While efforts were made to follow up with Mr. Dorame, no further response was received.

Local interested party consultation was initiated on September 20, 2017, when letters were sent to 17 local government entities, historic preservation advocacy, and history advocacy groups to request information regarding historic properties that may be located within the APE. Letters described the original proposed Project and its related draft APE, including location maps. Due to changes to the Project alignment, a second letter was sent to these same contacts on March 18, 2019. Follow-up, via email and telephone, with the initial parties (17) was undertaken between May and June 2019, and subsequent follow-up efforts were conducted as necessary.

To expand the reaches of consultation effort, a second round of consultation letters was sent to an additional six consulting parties (historical societies and similar organizations) to request information regarding historic properties that may be located within the APE on February 4, 2020. Follow-up, via email and telephone for these parties were completed in February 2020.

To date, Metro has received responses from the following:

- *Cities:* Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Los Angeles, Huntington Park, and Paramount.
- *County:* Los Angeles County
- *Organizations:* City of Downey Historical Society, Los Angeles Union Station Historical Society (LAUSHS), Old Spanish Trail Association, Los Angeles Conservancy and the Los Angeles Railroad Heritage Foundation.

Representatives from the cities of Bell, Cerritos, Paramount, and Los Angeles County in addition to the Old Spanish Trail Association expressed no concerns regarding potential cultural resources within the vicinity of the APE. Representatives from the cities of Artesia, Bellflower, Cudahy, Downey, and Huntington Park responded to consultation efforts by providing lists of known or potential cultural resources thought to be located in the vicinity of the APE. In most cases, these lists were brief and included from one to six resources. A contact from the City of Los Angeles Office of Historic Resources recommended that SurveyLA be reviewed to assist in the identification of historic properties. The LAUSHS expressed a desire for potential station entrances in the vicinity of Los Angeles Union Station, a historic property, to be consistent in their design with the station's existing architecture. Aside from Los Angeles Union Station itself, the LAUSHS expressed no concern regarding cultural resources in the APE or its vicinity.

Record Search and Field Survey

The CHRIS records search identified nine previously recorded archaeological resources (P-19-001575, P-19-002849, P-19-003181, P-19-003389, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) within the APE.

Only one (P-19-001575) has been previously evaluated for listing in the NRHP. The field survey determined that seven of the eight unevaluated resources (P-19-002849, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) are in developed areas that contain no exposed ground surface. For the purposes of this undertaking, these seven archaeological resources are treated as eligible for listing in the NRHP under Criterion D.

P-19-003889 is located on an undeveloped property. No archaeological remains associated with P-19-003889 were observed in the APE during the field survey. A Phase II testing program conducted at P-19-003889 in 2007 found that subsurface cultural remains at the site were highly disturbed; no intact primary cultural deposits or features were identified by the test excavations. Based on the negative findings of the current field survey and previous Phase II study, P-19-003889 was found ineligible for listing in the NRHP.

The results of the built environment field survey identified 674 properties containing buildings, structures, or objects that were constructed prior to 1978, more than 50 years before the anticipated Project construction date of 2028. Of those 674 properties, 220 properties were found to be substantially altered. They no longer retain sufficient integrity to convey potential significance. The CHRIS records search and background research identified 18 properties previously listed in or determined eligible for the NRHP. These properties were field checked during the survey but were not recorded on Department of Parks and Recreation (DPR) forms. Three previously recorded properties were found to no longer be extant (P-19-090550, P-19-190532, P-19-186945). DPR forms were prepared for the 436 properties in the APE that were not exempted or previously listed in or determined eligible for the NRHP. Of the 436 properties evaluated for historical significance, 36 were identified as eligible for listing in the NRHP (Attachment B). The remaining 400 properties recorded were found ineligible for listing in the NRHP.

Finding

Pursuant to 36 CFR 800.4, FTA requests your comments on the revised APE and concurrence on the determinations of eligibility of the 36 properties, the treatment of seven archaeological sites as eligible for the NRHP, and 400 resources as not eligible for the NRHP.

The FTA will evaluate effects on historic properties and consult with your office on potential effects following the completion of the forthcoming Cultural Resources Effects Report.

If you have any questions, please contact Ms. Mary Nguyen, Environmental Protection Specialist, at (213) 202-3960 or by email at mary.nguyen@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator

Attachments:

- A. Area of Potential Effects Map
- B. Determinations of Eligibility Table
- C. West Santa Ana Branch Transit Corridor Cultural Resources Survey Report (March 2020)

CC: Meghna Khanna, West Santa Ana Branch Transit Corridor Project, Senior Director,
Countywide Planning & Development, LACMTA

Meeting with Office of Historic Preservation

Date	Time
Wednesday, September 9, 2020	2:00 – 3:00 PM
Location	Conference Call Information
Conference Call	Microsoft Teams Meeting

A. Attendee List

Name	Agency / Company	Email	Contact Number
Brenda Perez	FTA	brenda.perez@dot.gov	213-629-8603
Mary Nguyen	FTA	Mary.Nguyen@dot.gov	213-202-3960
Jeanne Ogar	In support of FTA	jeanne@gpaconsulting-us.com	310-792-2690
Brianna Pilkinton	In support of FTA	bmpilkinton@burnsmcd.com	858-320-2953
Natalie Lindquist	OHP	Natalie.Lindquist@parks.ca.gov	
Alicia Perez	OHP	Alicia.Perez@parks.ca.gov	
Meghna Khanna	Metro	KhannaM@metro.net	213-922-3931
Sharon Kelly	WSP	Sharon.Kelly@wsp.com	503-478-2835
Gina Escalante	WSP	Gina.Escalante@wsp.com	213-896-5666
Kristin Carlson	WSP	Kristin.Carlson@wsp.com	619-321-4180
Nathan Maack	WSP	Nathan.Maack@wsp.com	213-443-7455
Stephanie Foell	WSP	Stephanie.Foell@wsp.com	410-752-9627
Shannon Carmack	Rincon	scarmack@rinconconsultants.com	501-239-5860
Rachel Perzel	Rincon	rperzel@rinconconsultants.com	732-233-3997

Name	Agency / Company	Email	Contact Number
Christopher Duran	Rincon	cduran@rinconconsultants.com	501-239-5860

B. Summary

Meeting attendees provided introductions and FTA and Metro staff provided an overview of the meeting agenda and description of the West Santa Ana Branch (WSAB) Project. This project is a Metro priority project and a 28 by '28 project in support of the 2028 Olympic Games.

Regarding the Cultural Resources Survey Report, Ms. Lindquist stated that comments on the report would be provided to FTA/Metro during the week of September 7 or 14, 2020, dependent on conditions related to wildfires. She stated that the comments pertained to clarifications. She asked if pedestrian archaeological surveys were completed for the areas of expanded Area of Potential Effects (APE). Ms. Carmack stated that the areas in the expanded APE are built out/paved and surveys were not required. The areas were in the previously conducted record search, which encompassed a 1-mile radius from the project.

The purpose of the meeting is to focus on the I-105/Century Freeway-Transitway Historic District (historic district) and the proposed effects assessment conducted for this district. Effects to archaeological resources are dependent on which alternative is selected as the Locally Preferred Alternative. Not all of the alternatives would result in an adverse affect to archeological resources. For example, only Alternative 1 would terminate at Los Angeles Union Station and potentially affect historic resources at that location. Consultation with OHP regarding effects and any necessary treatment for archeological resources will be updated when a Locally Preferred Alternative is identified. This may occur mid-2021.

In comparison, all four alternatives under consideration would require modification of the character-defining features associated with the historic district. Therefore, the purpose of this meeting is discuss approach to the evaluation of effects to the historic district. Ms. Carmack presented a PowerPoint with information about the historic district, proposed changes to the character-defining features, and a discussion of the proposed effects assessment of No Adverse Effect to the historic district. The presentation is attached to this meeting summary.

Attendees discussed the following points:

- Ms. Lindquist stated that she was the Office of Historic Preservation reviewer when the I-105/Century Freeway-Transitway Historic District was submitted by Caltrans for concurrence on the eligibility determination so she is familiar with this unique historic property.

- Ms. Lindquist did not have an objection to the proposed effects assessment of No Adverse Effect. She stated that activities can occur within the district that would maintain the premise of why the district is eligible. In particular, light rail transit in the median of I-105, high occupancy vehicle lanes, and the traffic control system were important and innovative components of the district. However, these elements are dynamic.
- Effects to archaeological resources will inform the overall Finding of Effect for the project. The Metro Board will select the Locally Preferred Alternative, which will determine the northern terminus of the project. The archaeological concerns are largely associated with Los Angeles Union Station. FTA/Metro anticipate providing the Effects Report with the finding of effect to OHP for concurrence in early 2022.

C. Action Items

- OHP to send comments on APE/Survey Report week of September 7 or 14, contingent on potential effects from wildfires
- FTA to send OHP link to Dropbox with Survey Report and the archaeology excerpt from Survey Report
- FTA to provide meeting summary

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

State Historic Preservation Officer

September 9, 2020

Meeting Agenda

1. Introductions
2. West Santa Ana Branch Transit Corridor (WSAB) Project Overview
3. Summary of Previous SHPO Correspondence and WSAB Survey Report Findings
4. Discussion of Historic Properties and Effects
 - a) I-105/Century Freeway-Transitway Historic District (Historic District) NRHP Eligibility and Character-Defining Features
 - b) Proposed Project Components at I-105
 - c) Preliminary Effects Analysis
5. Project Benefits
6. Project Schedule
7. Conclusion

WSAB Project Overview



- 19 miles
- 12 new stations

Four Build Alternatives

Alternative 1: Los Angeles Union Station to Pioneer Station

Design Option 1 (Alternative 1)

Northern terminus behind MWD Building on east side of LAUS, not at LAUS Forecourt

Design Option 2 (Alternative 1)

Adds the Little Tokyo Station

Alternative 2: 7th St/Metro Center to Pioneer Station

Alternative 3: Slauson/A Line (Blue) to Pioneer Station

Alternative 4: I-105/C Line (Green) to Pioneer Station

SHPO Correspondence to Date

Previous SHPO Correspondence

- **December 2018:** Consultation initiated; APE submitted to SHPO.
- **January 18, 2019:** Questions received from SHPO regarding APE and survey methods.
- **April 26, 2019:** FTA provided a revised APE and responses.
- **May 29, 2019:** Following requested modifications, APE received concurrence from SHPO.
- **March 30, 2020:** Survey Report and updated APE submitted to SHPO.

WSAB Survey Report Findings (Awaiting SHPO Response)

- Identification of 8 archaeological sites in the direct APE.
- Identification of 54 built environment resources in the APE.
- The I-105/Century Freeway-Transitway is one of the previously identified historic properties noted in the WSAB Survey Report.

Discussion of Historic Properties and Effects

- Preliminary effects assessment for the WSAB Project:
 - No adverse effect to built environment historic properties
 - Potential adverse effects to five archeological resources
- **Focus:** Preliminary effects assessment for I-105/Century Freeway Historic District (Historic District).
 - Historic District intersects WSAB Project APE in South Gate
 - Project includes modification of small portion of Historic District
- Proposed Project elements preliminarily evaluated for adverse effects:
 - Bridge Modification (Demolition and Reconstruction)
 - C (Green) Line Track Reconfiguration and I-105 Lane Realignment
 - Construction of Infill LRT Station and Vertical Circulation Elements

I-105/Century Freeway-Transitway Historic District

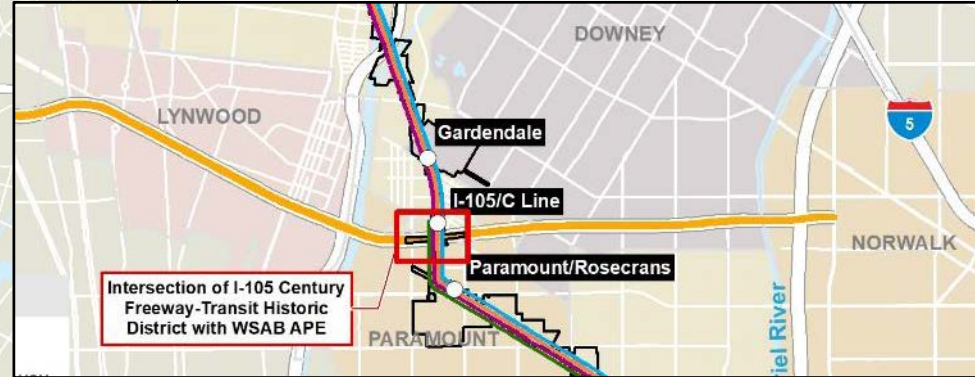
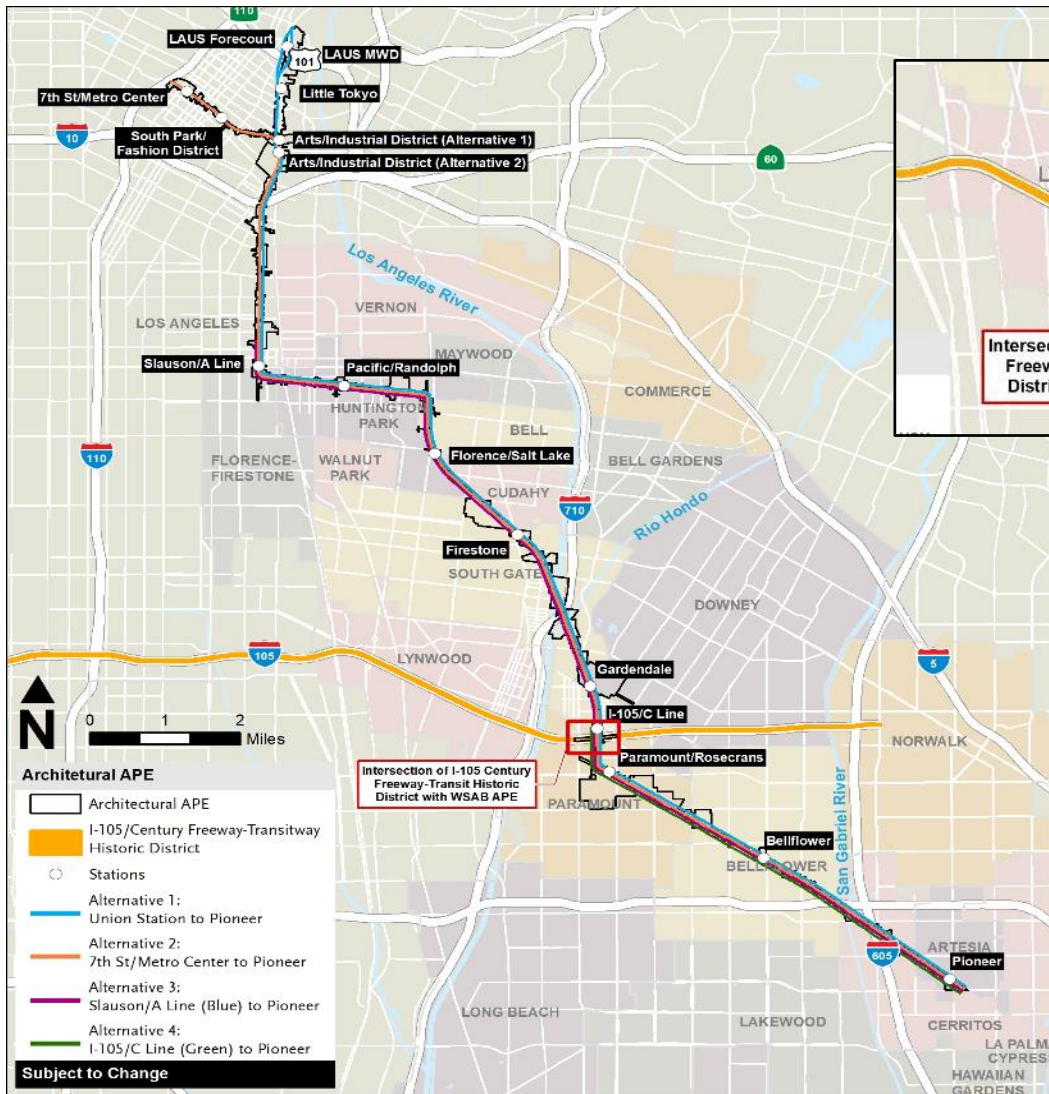
- District boundaries encompass the Caltrans right-of-way from California Street in El Segundo to Studebaker Road in Norwalk.
- Meets Criteria Consideration G, with a period of significance of 1968 through 1995.
- Determined eligible for the NRHP under Criteria A and C at the state level of significance in the areas of engineering, transportation, and social history.



Photograph Credit: Smith and Harper 2019

Note: areas depicted in photographs are not within the Project APE

I-105/Century Freeway-Transitway Historic District



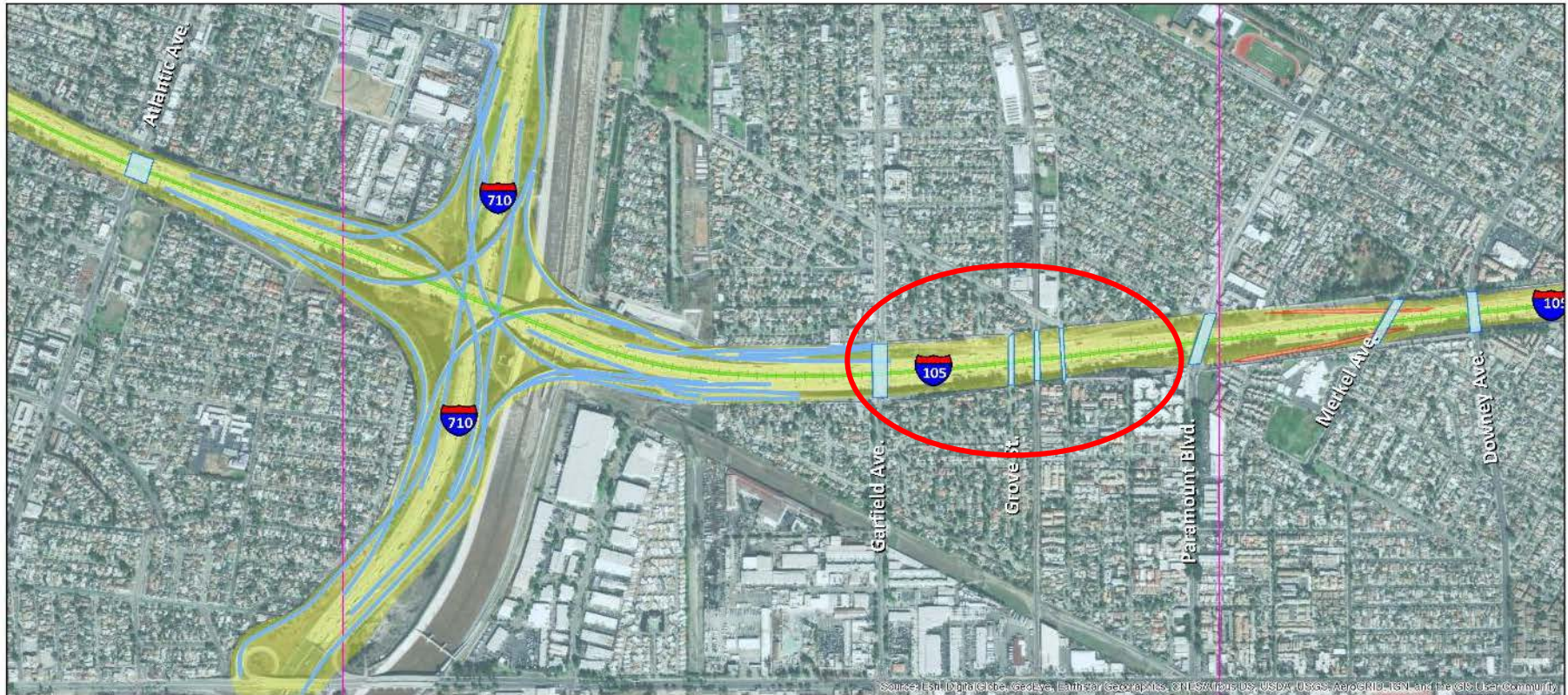
- The APE encompasses roughly 1.65 miles, or just under 10 % of the over 18.1-mile-long linear District.
- The District is located in all four Project Alternatives.
- Intersects with the Project APE in South Gate.
- Potential effects: three bridges and the Caltrans right-of-way.

I-105/Century Freeway-Transitway Historic District Character-Defining Features

Ranking	CDF #	Feature and Description	A	B	C	D	E	Total Points
Most Significant	1	Limited interchanges (Interstates 405, 110, 710 and 605)	3	3	3	3	3	15
Most Significant	2	Profile of route (at-grade, elevated, in trench or on berm)	2	3	3	3	3	14
Significant	3	Multi-lane roadway	1	3	2	3	3	12
Significant	4	Alignment of route	1	2	3	3	3	12
Significant	5	Green Line light rail system and stations in median	2	2	3	2	3	12
Significant	6	ITS system (CCTV, TMS, RMS, ATMS, CMS1)	2	2	3	2	2	11
Significant	7	Original bridges and pedestrian overcrossings	1	1	2	3	3	10
Significant	8	Fully landscaped	1	1	2	3	3	10
Significant	9	Controlled ramps and their lengths	1	1	2	2	3	9

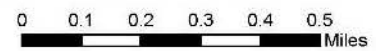
Note: Non-character-defining features of the district include: roadway standard pavement and curb, striping and pavement markers in roadway, standard drainage facilities, standard signage and streetlight standards, sound walls, mast lighting at the I-710 interchange, pump stations, the C Line (Green) outside of the median and its stations southwest of the Aviation/LAX Station and additional C Line (Green) Maintenance and Storage Yards beyond the I-105 corridor that were not originally constructed as part of the I-105.

I-105/Century Freeway-Transitway Historic District & The WSAB Project



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/SVA/Imagis/USDA, USDA, AeroGRID, IGN, and the GIS User Community

- Legend**
- Historic District Boundaries
 - Bridges (CDF*)
 - Ramps (CDF)
 - Light Rail Line (CDF)
 - Light Rail Stations (CDF)
 - Interchanges (CDF)
 - Match Line



* CDF - Character Defining Feature as defined in National Registrar guidance

CENTURY FREEWAY - TRANSITWAY HISTORIC DISTRICT



Historic District Boundaries
Character Defining Features
January 2020

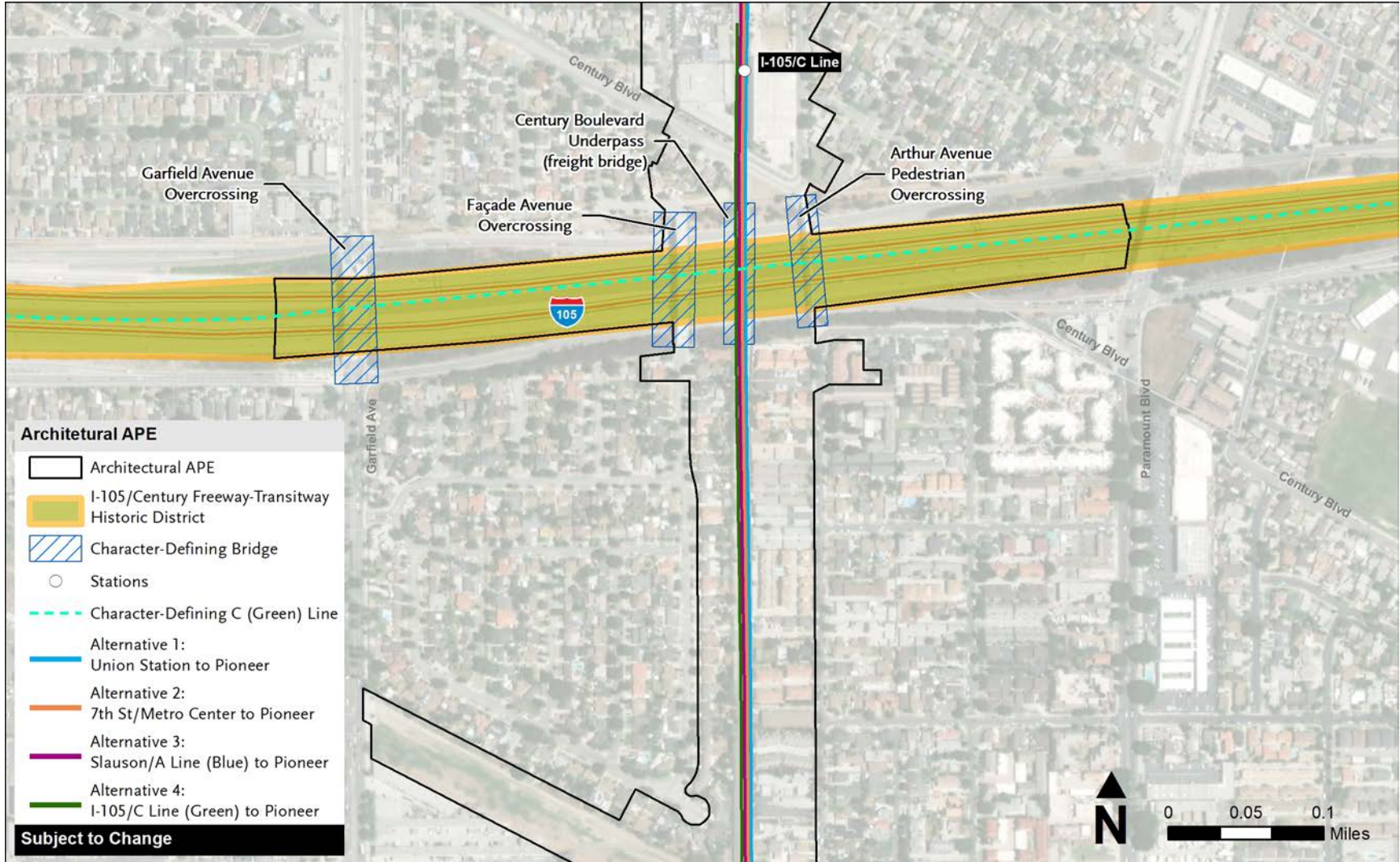
Map created by Joshua Miller
Caltrans Division of Environmental Planning

Sheet 10 of 13



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I-105/Century Freeway-Transitway Historic District & WSAB Architectural APE



Proposed Project Components at I-105



Proposed Project Components at I-105

The following is a list of the activities proposed within the boundaries of I-105 Historic District

1. Bridge Modifications (Demolition and Reconstruction)

- Façade Avenue Overcrossing (Bridge No. 53 2424)
- Century Boulevard Underpass (Bridge No. 53 2427) (freight bridge)
- Arthur Avenue Pedestrian Overcrossing (Bridge No. 53 2426)
- Construction of new bridge to accommodate WSAB Alignment

2. C (Green) Line Track and I-105 Lane Realignment

- Realignment of the approximately 2,500 feet of existing Metro C (Green) Line tracks
- Reconfiguration of approximately 2,500 feet of I-105 lanes

3. Construction of Infill LRT Station and Vertical Circulation Elements

- Infill station constructed in the middle of I-105
- Vertical circulation elements (elevator and stairs)

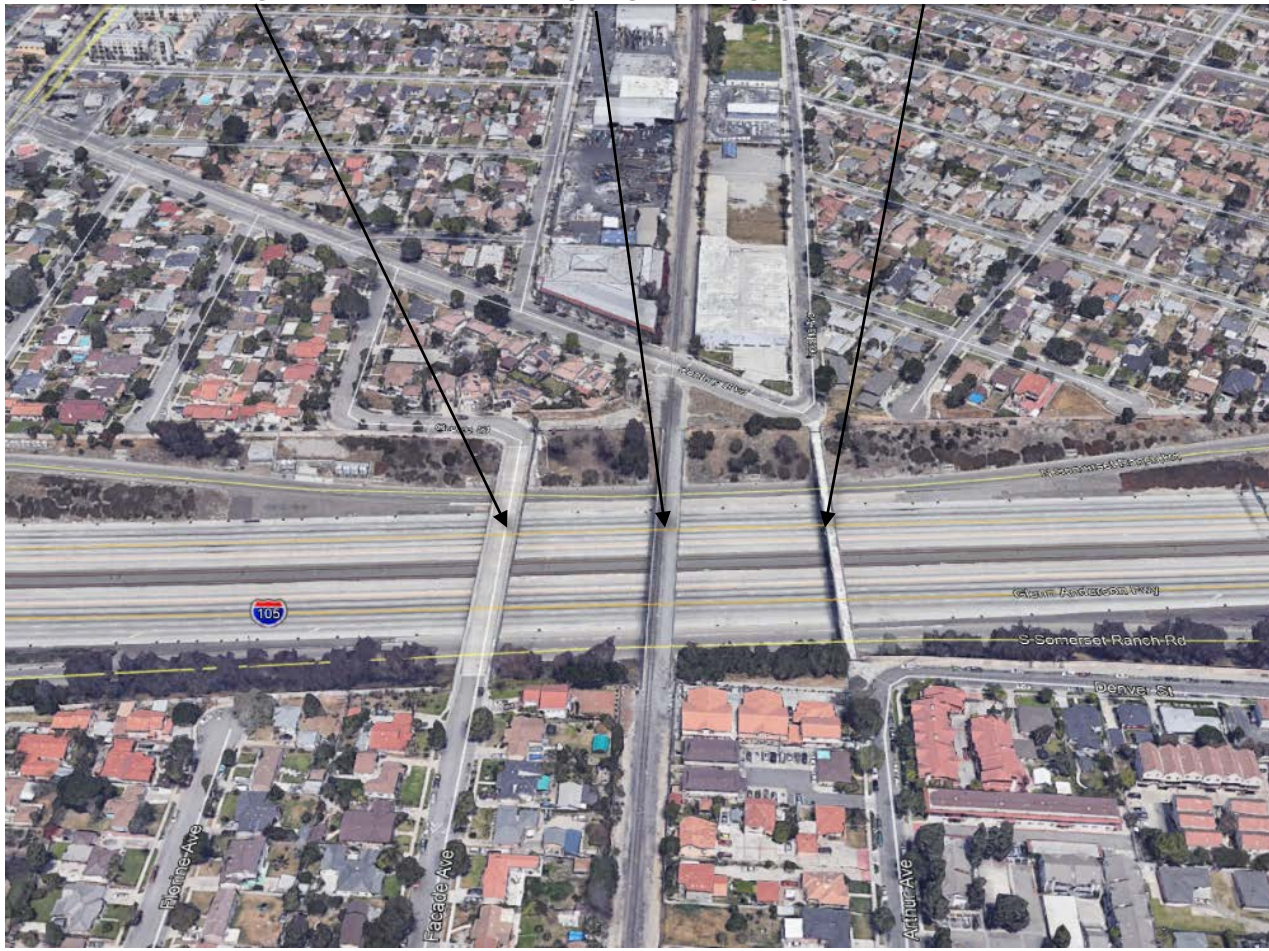
Proposed Project Components at I-105

1. Bridge Modification (Demolition and Reconstruction)

Façade Avenue Overcrossing

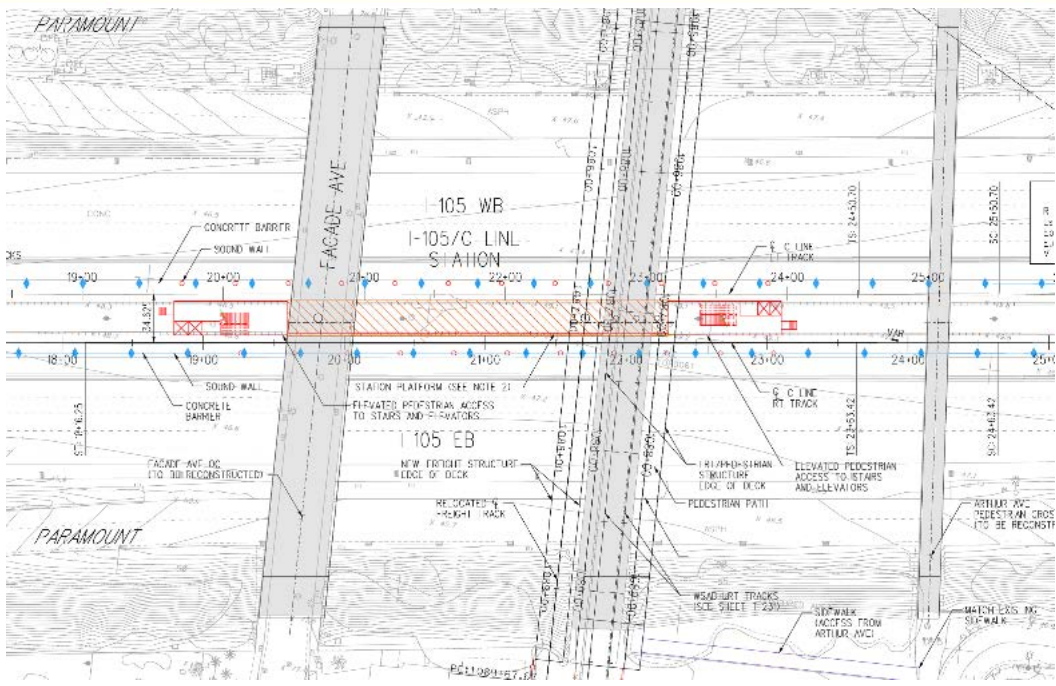
Century Boulevard Underpass (freight bridge)

Arthur Avenue Pedestrian Overcrossing



Proposed Project Components at I-105

2. C (Green) Line Track and I-105 Lane Realignment



Eastbound lane of I-105; Photo taken facing east; Existing Facade Avenue Bridge in View



Westbound lane of I-105; Photo taken facing west; Existing Arthur Avenue Pedestrian Bridge in View

Proposed Project Components at I-105

3. Infill Station and Vertical Circulation Elements



Metro Conceptual Systemwide Station Design Rendering

Preliminary Effects Assessment

Component	CDF(s)	Ranking	Preliminary Effects Analysis
1. Bridge Modification (Demolition/ Reconstruction)	Original bridges/ pedestrian overcrossings (3)	10; significant	<ul style="list-style-type: none">• Constructed in 1988 of contemporary materials.• Would be reconstructed to maintain the rhythm of bridges that occurs throughout district.• Not identified as eligible for architecture or engineering.• Would affect less than 3% of the district's original bridges.• Would be designed in a consistent scale and massing with character-defining bridges.• No adverse effect to the Historic District would occur.

Preliminary Effects Assessment

Component	CDF(s)	Ranking	Preliminary Effects Analysis
2. C (Green) Line Track and I-105 Lane Realignment	multi-lane roadway alignment of route C (Green) Line light rail system and stations in median	12; significant	<ul style="list-style-type: none">• Project would modify less than 10% of the C (Green) Line track and I-105 lanes.• LRT alignment would maintain its original purpose and function.• The freeway's alignment and profile would not be altered.• The intermodal nature of the freeway would be increased with a connection to WSAB.• No adverse effect to the Historic District would occur.

Preliminary Effects Assessment

Component	CDF(s)	Ranking	Preliminary Effects Analysis
3. Construction of Infill Station/ Vertical Circulation Elements	multi-lane roadway alignment of route C (Green) Line light rail system and stations in median	12; significant	<ul style="list-style-type: none">• Station and circulation elements are consistent with the overall form and function of the district.• District includes ten other light rail stations located in median.• The infill station would be consistent in its placement (in median), scale and function with other stations throughout the district.• No adverse effect to the Historic District would occur.

Preliminary Effects Assessment

1. Bridge Modifications (Demolition and Reconstruction)

- Bridges constructed in 1988, not architecturally significant.
- The bridges are historically significant for function/public benefit and visual presence.
- Three of the district's 118 bridges (or less than 3%) would be demolished and reconstructed by the Project.
- Proposed bridges would be visually compatible with the existing setting and would maintain current function.
- No adverse effect to the Historic District would occur.

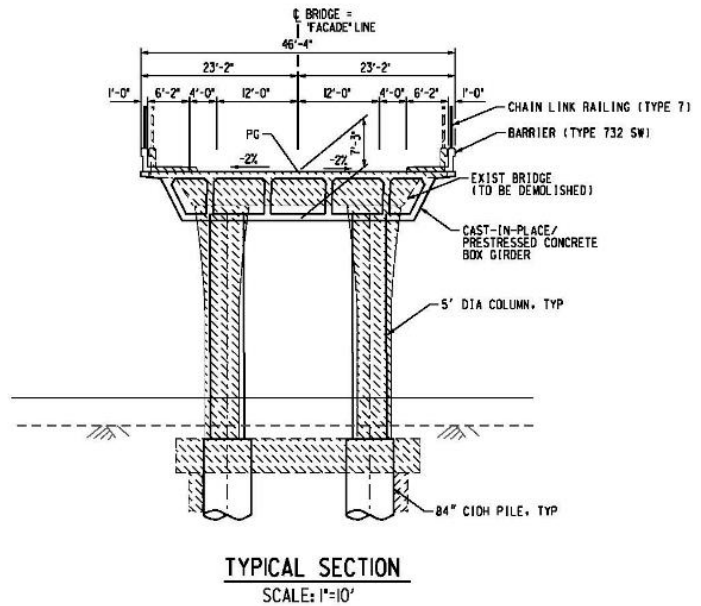
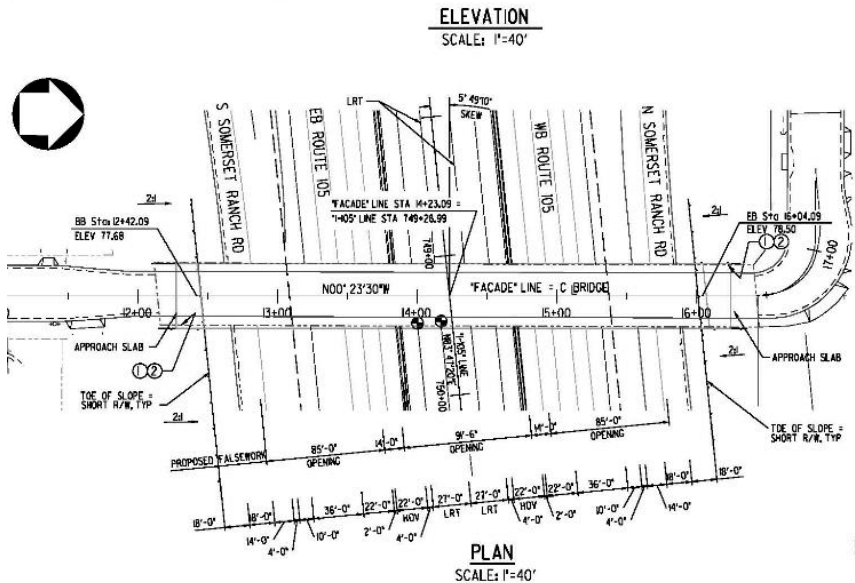
Preliminary Effects Assessment

1. Bridge Modifications (Demolition and Reconstruction)

Existing Façade Avenue Overcrossing



Proposed Façade Avenue Overcrossing



Preliminary Effects Assessment

2. C (Green) Line Track and I-105 Lane Realignment

- Relocation of 2,500 feet of track and lanes is less than 10% of the historic features.
- Track and lane shift by 7.5 feet maximum is minor and would occur within the existing historic right-of-way envelope.
- Realignment would not alter the Historic District's significant character.
- No adverse effect to the Historic District would occur.

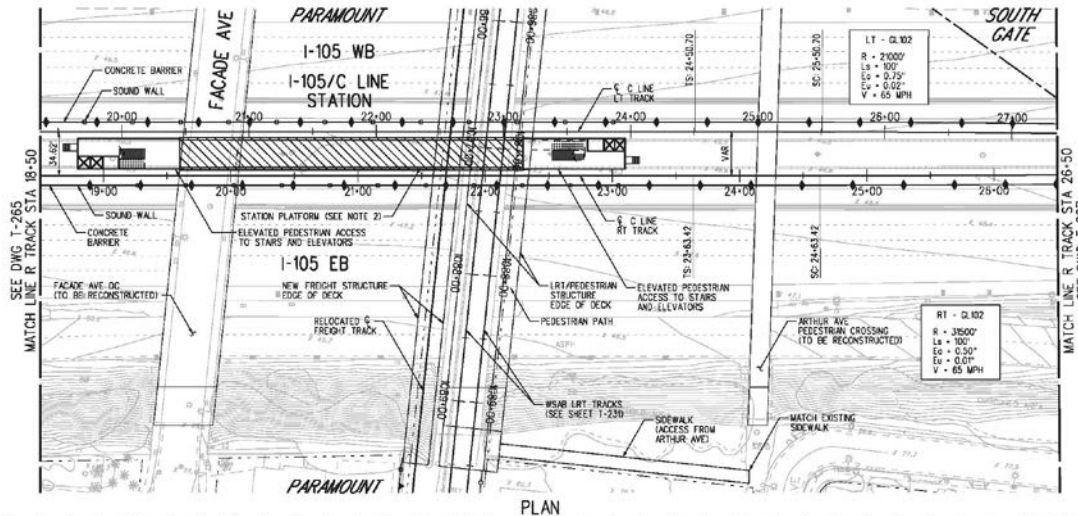
Preliminary Effects Assessment

2. C (Green) Line Track and I-105 Lane Realignment

Existing Conditions Simulation



Proposed Realignment

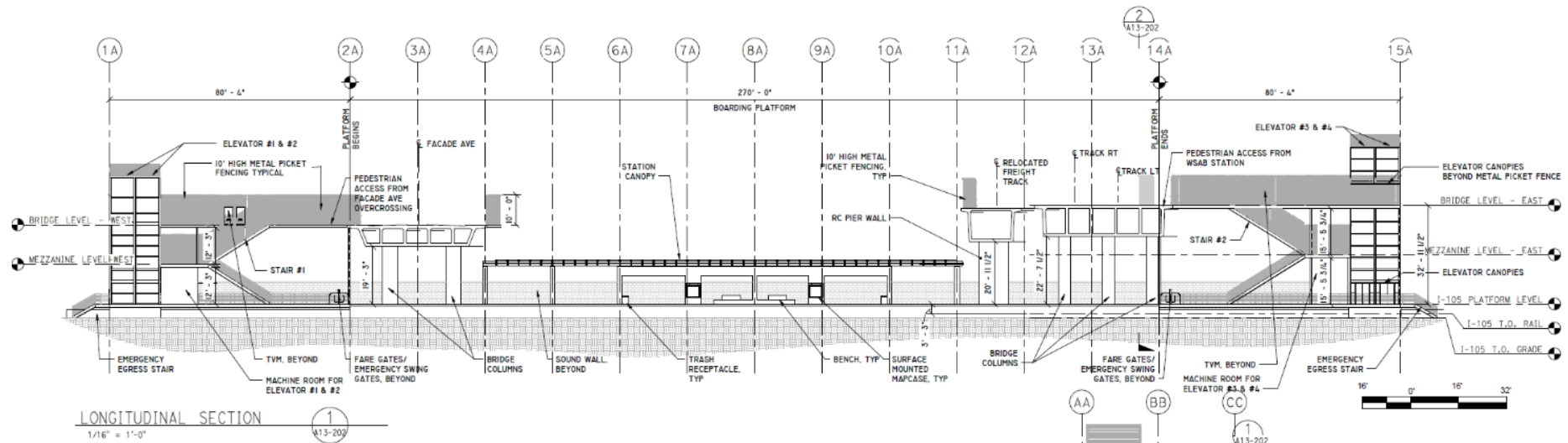


Preliminary Effects Assessment

3. Infill Station and Vertical Circulation Elements

- New station and circulation elements are consistent with the function of the historic district.
- New station would be similar in scale but would be constructed in a contemporary style to differentiate it from the character-defining stations.
- The station and connectivity elements would not introduce elements that would diminish the integrity of the historic district's significant historic features.
- Station would add a consistent element that exists within the Historic District.
- No adverse effect to the Historic District would occur.

Proposed Conceptual Design for Infill Station



WSAB Project Benefits

- New LRT station within freeway along C (Green) Line would support and enhance the intermodal function of the Historic District.
- The new LRT rail bridge would include sidewalks which would increase pedestrian access across I-105.

WSAB Project Schedule

- **March 30, 2020:** Following minor modifications Survey Report and updated APE submitted to SHPO; currently awaiting comment.
- **June 2021:** Release of Draft EIS/EIR and public comment period.
- **September 2021:** Selection of Locally Preferred Alternative.
- **Early-2022:** Record of Decision.

Conclusion

- **Preliminary Effects Assessment:** WSAB would result in no adverse effect to the I-105/Century Freeway-Transitway Historic District.

Stay Connected



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Los Angeles, CA 90012



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wsab@metro.net (to be updated)



[*metro.net/wsab*](http://metro.net/wsab)



[*facebook.com/metrowsab*](https://facebook.com/metrowsab)



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Please visit the project website and use the comment form to provide your feedback.



Questions and Discussion

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

