

California High-Speed Rail Authority

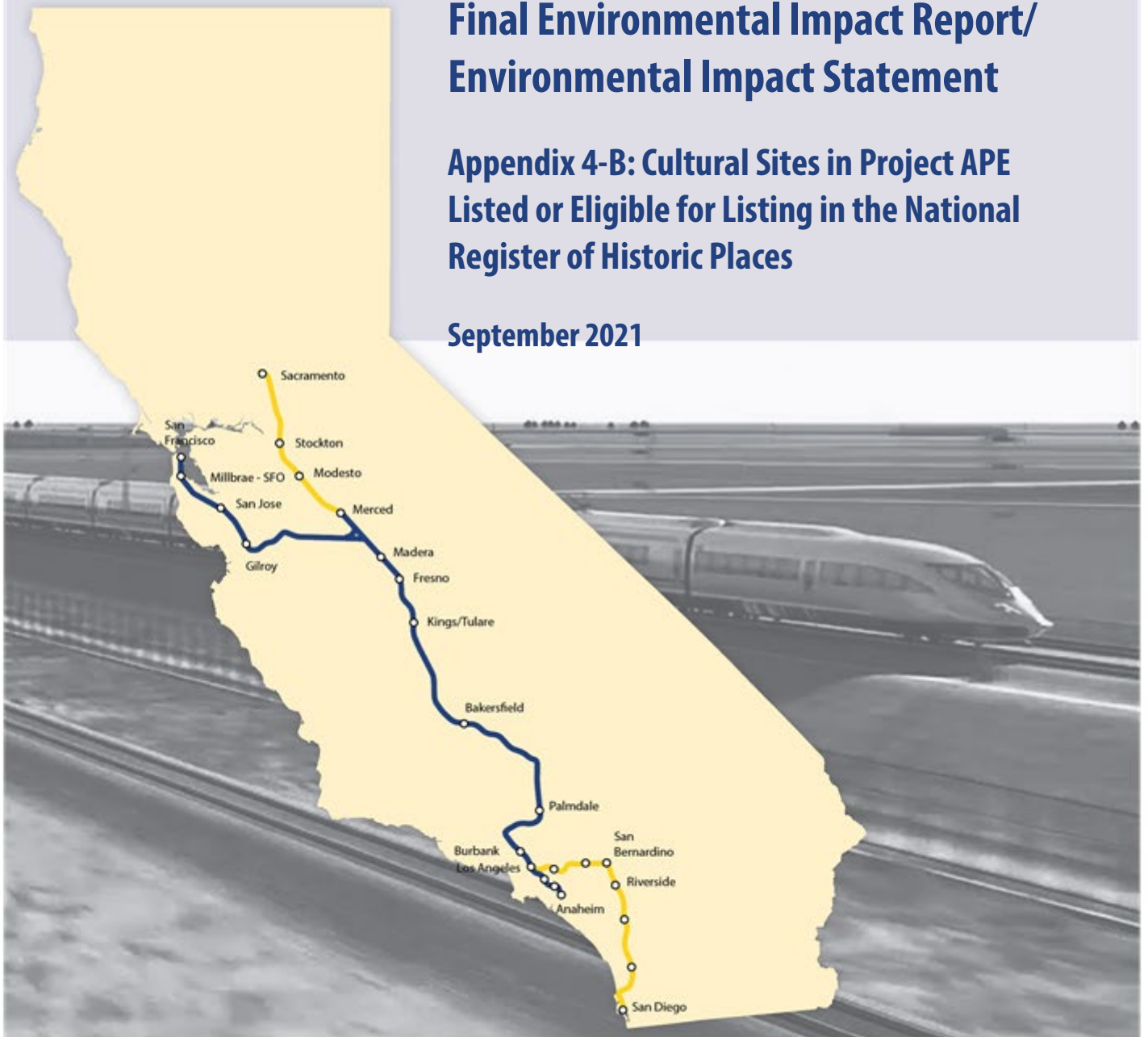
Burbank to Los Angeles

Project Section

**Final Environmental Impact Report/
Environmental Impact Statement**

**Appendix 4-B: Cultural Sites in Project APE
Listed or Eligible for Listing in the National
Register of Historic Places**

September 2021



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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Resource Number	Property Name	Description	Official with Jurisdiction	Year Built/Age	Why It Qualifies Under Section 4(f) (Current Status Code and/or NRHP Status)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Section 106 Finding	Section 4(f) Use Determination
A-1 (Not shown on map; location is confidential to protect the resource)	P-19-001575	A multicomponent site that consists of the LAUS Passenger Terminal, a Native American cemetery, and the location of a ca. 1860–1930s Chinatown working-class neighborhood and red-light district	SHPO, THPO	Prehistoric/Historic	Presumed Eligible for Listing in the NRHP	0 feet (beneath the project footprint)	The resource is mapped within the horizontal extent of the APE at LAUS. However, the site is below the vertical APE because no below grade work would occur at this resource. Therefore, there would be no effect on this resource under Section 106 of the NHPA. All of project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Effect	No Use

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A-2 (Not shown on map; location is confidential to protect the resource)	P-19-101229	The vestige of a small circular brick wall feature (possibly a cistern or planter) that is partially buried and likely fragmentary	SHPO	Historic	Presumed Eligible for Listing in the NRHP	0 feet (adjacent to the project footprint)	<p>The archaeological resource would be further assessed as property access is granted and during the design phase in accordance with the Section 106 Programmatic Agreement to assess whether it is eligible for the NRHP. Under the Section 4(f) regulations, Section 4(f) does not apply to archaeological resources, even NRHP-eligible resources, if they are valuable only for data recovery and are not valuable for preservation in place in accordance with 23 C.F.R. Part 774.13(b)(1).</p> <p>If an archaeological resource is discovered and determined to be eligible, it would be assessed to determine if it is valuable for preservation in place. If it is not valuable for preservation in place, appropriate data recovery steps will be taken. If it is valuable for preservation in place, an expedited Section 4(f) evaluation would be prepared in accordance with 23 C.F.R. Part 774.9(e).</p>	Direct Adverse Effect	TBD

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A-3 (Not shown on map; location is confidential to protect the resource)	P-19-187085	This resource is the unpaved Mojave Road, which was significant in early California history as a Native American trail, a government supply and mail route, a freight and emigrant wagon route, and a recreational trail.	SHPO	Historic	Presumed Eligible for Listing in the NRHP, and currently listed in the CRHR	0 feet (within APE)	The resource is plotted within the APE where the path of this historic trail and road intersects LAUS. No physical evidence of this property exists within the APE, and any remains of the Mojave Road at LAUS have likely long since been obliterated from historic and modern developments. Therefore, there would be no effect on this resource under Section 106 of the NHPA. All of project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Effect	No Use

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H-1	Municipal Power and Light, City of Glendale	Location: 6135 San Fernando Road in the City of Glendale	SHPO	1930	2S2 Eligible for Listing in the NRHP	Approximately 15 feet	The historic property boundary and west elevation of the subject building is approximately 15 feet east of the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-3	Aero Industries Technical Institute	Location: 5245 West San Fernando Road in the City of Los Angeles	SHPO	1937	2S2 Eligible for Listing in the NRHP	Approximately 60 feet	The project would shift the extant non-electrified tracts within the existing railroad right-of-way, approximately 60 east of the historic property to construct an at-grade HSR alignment. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-4	Los Angeles Basket Company (Pacific State Box and Basket Company)	Location: 1295 Los Angeles Street in the City of Glendale	SHPO	circa 1920	2S2 Eligible for Listing in the NRHP	0 feet (adjacent to the project footprint)	The historic property is located adjacent to the existing railroad right-of-way, and construction within the existing railroad right-of-way would take place approximately 15 feet to the west of the historic property. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-5	Glendale Southern Pacific Railroad Depot	Location: 400 West Cerritos Avenue in the City of Glendale	SHPO	1924	1S; 5S1 Listed in the NRHP	0 feet (adjacent to the project footprint)	The historic property is located adjacent to the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would encroach on the historic property's boundaries, but the modifications would be made to existing rail facilities used by Metrolink. There would be no changes to the depot, which would remain in operation during construction and operation of the HSR Build Alternative. According to the FOE, the project elements would be recognizable as new but generally perceptible as being both similar in form to existing rail infrastructure and supporting rail activities similar to those that define the physical context of the resource. Therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because the resource is already in proximity to a railroad, and these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-6	Valley Maid Creamery	Location: 2909 Fletcher Drive in the City of Los Angeles	SHPO	1931	2S2 Eligible for Listing in the NRHP	0 feet (adjacent to the project footprint)	The historic property is adjacent to the existing right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-7	Taylor Yard Signal Tower	Location: 1559 North San Fernando Road in the City of Glendale	SHPO	1925	2S2 Eligible for Listing in the NRHP	Approximately 170 feet	The historic property is located approximately 170 feet east of the non-electrified tracks and 300 feet west of the electrified tracks. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-8	Arroyo Seco Parkway Historic District	Location: On Marimon Way and Arroyo Seco Parkway in the City of Los Angeles	SHPO	1938-1953	1S Listed in the NRHP	0 feet (in the project footprint)	The historic property is a split-level bridge that is a contributing element of the Arroyo Seco Parkway Historic District, and is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. Permanent improvements associated with the project, which include the installation of a new intrusion protection railing, would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f).	Direct Adverse Effect	Permanent Use
H-9	Broadway (Buena Vista) Viaduct (Bridge #53C0545)	Location: 1584 North Broadway in the City of Los Angeles	SHPO	1909	2S2; 5S1 Eligible for Listing in the NRHP	0 feet (above the project footprint)	The historic property is a bridge that is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. Permanent improvements associated with the project, which include the installation of a new intrusion protection railing, would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f).	Direct Adverse Effect	Permanent Use

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H-10	Spring Street Viaduct (Bridge #53C0859)	Location: On North Spring Street in the City of Los Angeles	SHPO	1928	2S2; 5S1 Eligible for Listing in the NRHP	0 feet (above the project footprint)	The historic property is a bridge that is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. Permanent improvements associated with the project, which include the installation of a new intrusion protection railing, would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f).	Direct Adverse Effect	Permanent Use
H-11	Standard Oil Company Facilities	Location: 1756 North Spring Street in the City of Los Angeles	SHPO	1920-1938	2S2 Eligible for Listing in the NRHP	Approximately 180 feet	The historic property is located approximately 180 feet west of the centerline of the nearest electrified track. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE	No Adverse Effect	No Use

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							Report. Therefore, no constructive use would result from the project. No further analysis is required.		
H-12	Folk Victorian Residence	Location: 1805 Darwin Avenue in the City of Los Angeles	SHPO	1910	2S2 Eligible for Listing in the NRHP	Approximately 216 feet	The historic property is located approximately 216 feet east of the right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-13	Main Street Bridge (Bridge #53C1010)	Location: North Main Street in the City of Los Angeles	SHPO	1910	2S2; 5S1 Eligible for Listing in the NRHP	0 feet (above the project footprint)	The historic property is a bridge that is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. The project would construct a new Main Street bridge immediately north of the existing historic Main Street Bridge. The new bridge would be an elevated structure spanning over the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. The historic bridge would not be modified, but maintained in place, although no longer function as part of the street network. Permanent improvements associated with the project would require that the historic use of the bridge be discontinued, constituting a permanent use under Section 4(f).	Direct Adverse Effects	Permanent Use

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H-14	R. Schiffmann Medical Company	Location: 1734 North Main Street in the City of Los Angeles	SHPO	1922	2S2 Eligible for Listing in the NRHP	Approximately 430 feet	The historic property is located approximately 430 feet east of where the at-grade electrified tracks would be constructed. There would be no adverse effect on this resource under Section 106 of the NHPA. All project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-15	Lanza Brothers Market	Location: 1801 North Main Street in the City of Los Angeles	SHPO	1926	2S2 Eligible for Listing in the NRHP	0 feet (adjacent to the project footprint)	The historic property is adjacent to the public right-of-way and abuts along the property to the south and west. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-16	Bureau of Power and Light General Services Headquarters	Location: 1630 North Main Street in the City of Los Angeles	SHPO	1946	2S2 Eligible for Listing in the NRHP	0 feet (adjacent to the project footprint)	The historic property is adjacent to the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-17	Kelite Factory	Location: 1250 North Main Street in the City of Los Angeles	SHPO	1924	2S2 Eligible for Listing in the NRHP	Approximately 600 feet	The historic property is located approximately 600 feet from the centerline of the nearest track, and abuts the south property line of the legal parcel. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-18	William Mead Homes	Location: 1436 Alhambra Avenue in the City of Los Angeles	SHPO	1942	2S2 Eligible for Listing in the NRHP	0 feet (in the project footprint)	The historic property is adjacent the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would encroach on the historic properties' boundaries, but alterations would be made to non-original portions of the historic properties that will be constructed as part of the Link US project. The HSR Build Alternative would add OCS to the two tracks previously constructed by the Link US Project, which would take place approximately 40 feet south of the southernmost building on the historic property. Therefore, the HSR project would not physically alter the original materials or character-defining features of William Mead Homes. Therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-19	Mission Tower, (AT&SF Tower)	Location: 1300 North Cardinal Street in the City of Los Angeles	SHPO	1916, 1938	2S2 Eligible for Listing in the NRHP	0 feet (in project footprint)	The project would construct a set of non-electrified tracks approximately 10 feet north of the historic property. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-20	Vignes Street Underpass (Bridge #53C1764) (Part of Los Angeles Union Station Passenger Terminal and Grounds)	Location: 1013 North Vignes Street in the City of Los Angeles	SHPO	1937	2S2 Eligible for Listing in the NRHP	0 feet (in the project footprint)	This resource appears to have been erroneously left out of the original NRHP boundary description, as part of the original NRHP nomination boundaries for resource H-24. However, this resource was singularly evaluated in the HASR and is identified as an NRHP-eligible contributing resource to the LAUS NRHP listing. See Resource H-24 for project details.	No Adverse Effect	No Use
H-21	Los Angeles River Channel	Location: A 51-mile-long river channel between Canoga Park and Long Beach, with three legal parcels in the study area just north of the Arroyo Seco Parkway, and between North Spring Street and East Cesar E. Chavez Avenue	SHPO	1946	7N Presumed Eligible for Listing in the NRHP	0 feet (in the project footprint)	The historic property is located adjacent to the right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would add one new bridge just north of the extant Main Street Bridge that would carry vehicular traffic. The new bridge would require new piers to be constructed within the river channel in an area totaling 0.03 acre, which would physically alter some of the historic property's materials. Because the placement of the piers in the channel would not result in an adverse effect on the Los Angeles River Channel under Section 106 of the NHPA, the project would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Therefore, the project would	No Adverse Effect	<i>De Minimis</i> Impact

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							result in a <i>de minimis</i> impact on this resource.		
H-22	Post Office Terminal Annex	Location: 900 North Alameda Street in the City of Los Angeles	SHPO	1938	1S Listed in the NRHP	0 feet (adjacent to the project footprint)	The historic property is adjacent to the railroad right-of-way. The nearest proposed tracks would be approximately 70 feet east of the rear elevation of the Terminal Annex. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-23	Cesar E. Chavez Avenue (Macy Street) Underpass (Bridge #53C0131) (Part of Los Angeles Union Station Passenger Terminal and Grounds)	Location: 392 East Cesar E Chavez Avenue in the City of Los Angeles	SHPO	1937	1S Listed in the NRHP	0 feet (in the project footprint)	This resource is included as part of the original NRHP nomination boundaries for resource H-24. See Resource H-24 for project details.	No Adverse Effect	No Use

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H-24	Los Angeles Union Station Passenger Terminal and Grounds	Location: 800 North Alameda Street in Los Angeles	SHPO	1933	1S; 5S1 Listed in the NRHP	0 feet (in the project footprint)	The historic property is adjacent the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would encroach on the historic properties' boundaries, but alterations would be made to non-original portions of the historic properties that will be constructed as part of the Link US project. The HSR project would not physically alter the original materials or character-defining features of Los Angeles Union Station. Therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-25	Cesar E. Chavez Avenue (Macy Street) Viaduct (Bridge #53C0130)	Location: East Cesar E. Chavez Avenue and North Mission Road	SHPO	1937	2S2; 5S1 Eligible for Listing in the NRHP	Approximately 0.25 mile	The historic property is located above the existing railroad right-of-way, but is approximately 0.25 mile from the proposed HSR tracks and platform at LAUS. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

Sources: *Historic Architectural Survey Report (Authority and FRA 2018a)*, *Archaeological Survey Report (Authority and FRA 2019a)*, *Finding of Effect (Authority and FRA 2019b)*

Code 1S: Individual Property listed in the NRHP

Code 2S2: Individual property determined eligible for NRHP through the Section 106 process

Code 5S1: Individual property listed or designated locally

Code 7N: Needs to be reevaluated

AT&SF = Atchison, Topeka, and Santa Fe; C.F.R. = Code of Federal Regulations; NRHP = National Register Historic Places; SHPO = State Historic Preservation Officer