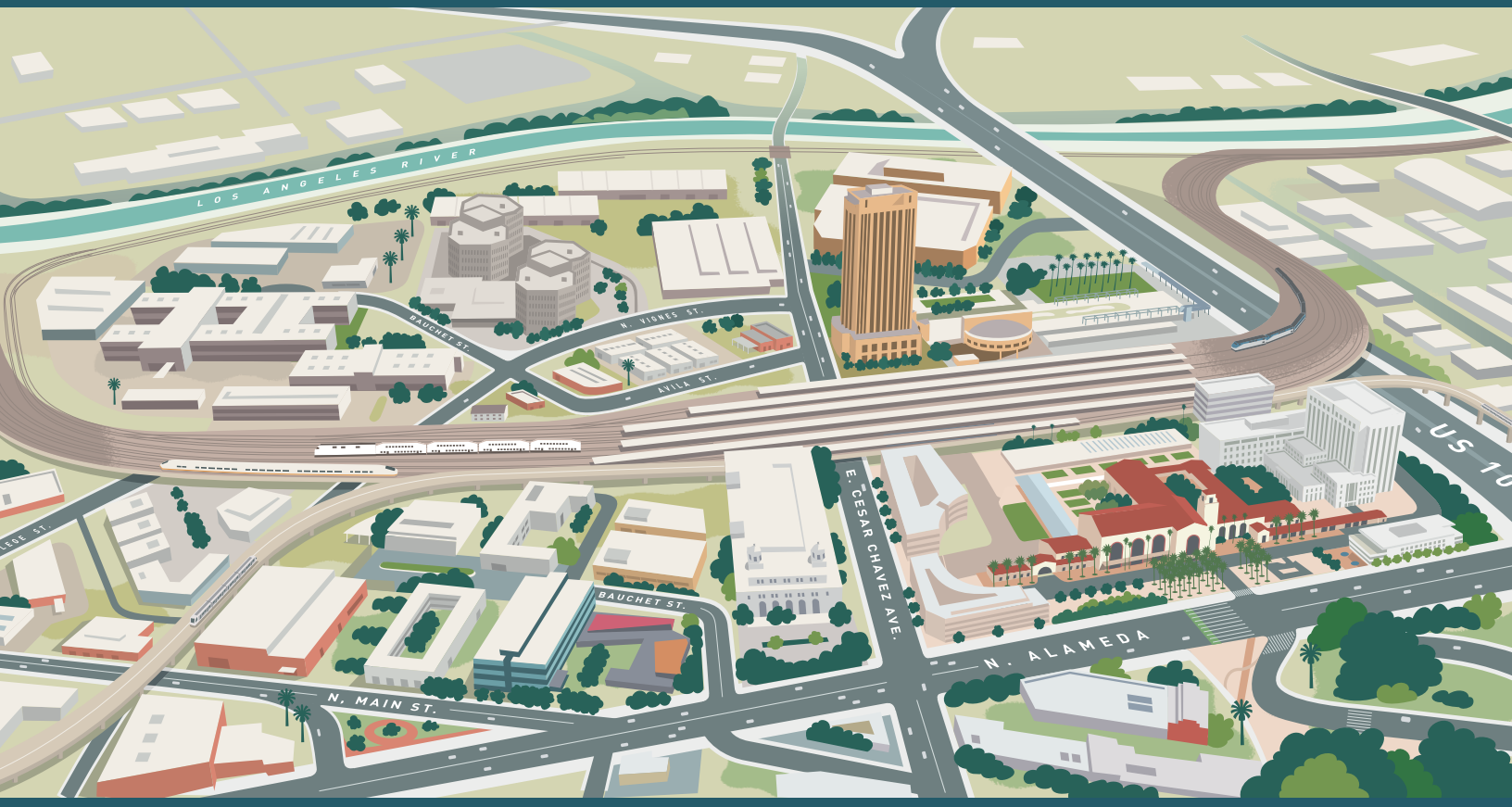
Los Angeles County
Metropolitan Transportation Authority

Link Union Station

Final Cultural Resources Reports

October 2025



Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

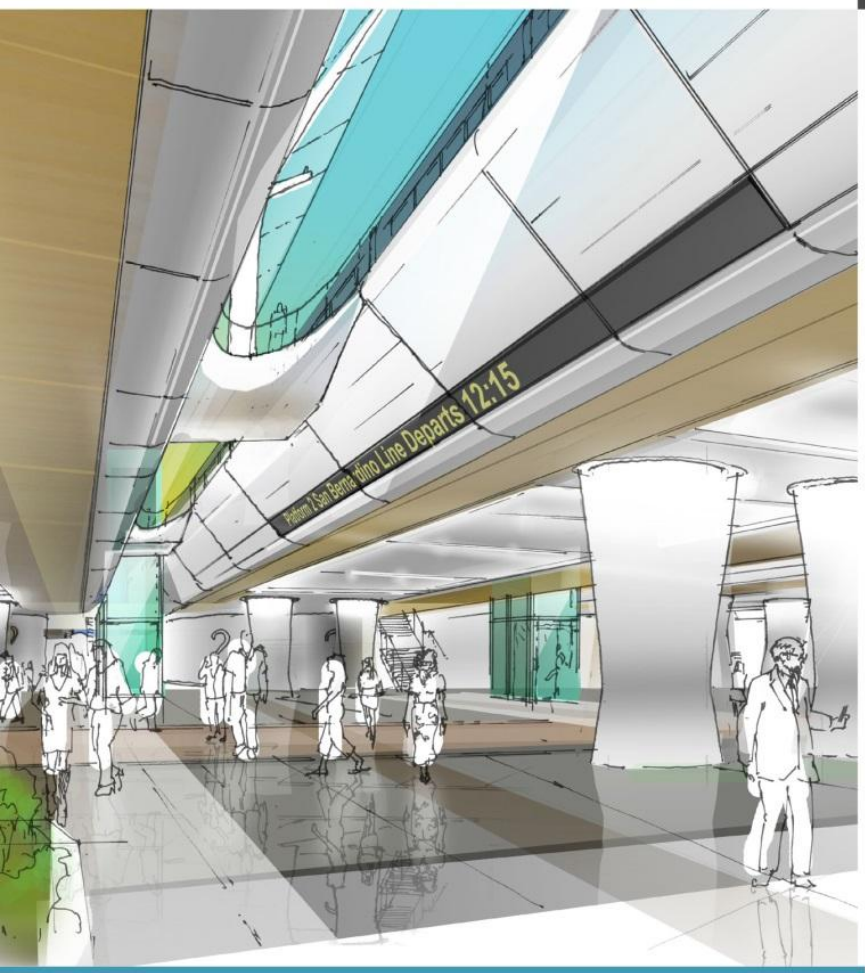
Metro

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Historic Property Survey Report

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FINAL

Historic Property Survey Report

Link Union Station

July 2018

Prepared for:

Metro

Prepared by:

HDR

ICF

Link US

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A. Project Vicinity, Location, and APE Maps
B. California Historic Bridge Inventory Sheet
C. Historical Resources Evaluation Report (HRER)
D. Confidential: Archaeological Survey Report (ASR)
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1.0 Introduction

This Historic Property Survey Report (HPSR) summarizes the methodology and results to identifying historic properties for the Link Union Station Project (Link US) located in the City of Los Angeles, Los Angeles County (Attachment A, Figures 1 and 2). It is organized according to the first two steps and the requirements of Section 106 of the National Historic Preservation Act (NHPA), described at 36 Code of Federal Regulations (CFR) § 800.3 and § 800.4. This document was developed for the California State Historic Preservation Officer (SHPO) to summarize the following supporting documents:

- Historical Resources Evaluation Report (HRER), which evaluates built resources (Attachment C)
- Archaeological Survey Report (ASR), which evaluates prehistoric and historic archaeological sites (Attachment D)

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2.0 Step 1: Initiate Section 106 process (§ 800.3)

§ 800.3(a) Establish undertaking.

> The agency official shall determine whether the proposed Federal action is an undertaking as defined in §800.16(y) and, if so, whether it is a type of activity that has the potential to cause effects on historic properties.

The Federal Railroad Administration (FRA) is the National Environmental Policy Act (NEPA) federal agency with responsibility to comply with Section 106 of the National Historic Preservation Act (NHPA). The California High Speed Rail Authority (CHSRA) received American Recovery and Reinvestment Act (ARRA) funding from the FRA which is being used to partially fund Link US. FRA has determined that Link US is an undertaking that has the potential to affect historic properties. The Los Angeles County Metropolitan Transportation Authority (Metro) is the applicant for federal assistance and is the lead agency pursuant to the California Environmental Quality Act (CEQA).

2.1 Undertaking Description and Location

2.1.1 Project Location and Study Area

Los Angeles Union Station (LAUS) is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Attachment A, Figure 1 depicts the regional location and general vicinity of LAUS.

Attachment A, Figure 2 depicts the project study area which encompasses the anticipated extent of environmental study associated with the project. The project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below.

- **Segment 1: Throat Segment** – This segment, known as the LAUS “throat”, includes the area north of the platforms, from Control Point (CP) Chavez and Mission Tower at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101; and includes LAUS, the rail yard, the East Portal building, the baggage handling building with aboveground parking areas and access roads, the historic

ticketing/waiting halls, and the historic pedestrian passageway with connecting ramps and stairways below the rail yard.

- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from US-101 to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, BNSF West Bank Yard, Keller Yard, and main line tracks that extend along the west bank of the Los Angeles River, south of US-101 to CP Olympic. Businesses within the run-through segment are primarily industrial and manufacturing-related.

The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

2.1.2 Project Description

The FRA and Metro are proposing the Link Union Station Project (project) to transform LAUS from a "stub-end tracks station" into a "run-through tracks station" with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region. Major project components associated with the project are described below:

- ***Throat and Elevated Rail Yard*** – The project includes new track and subgrade improvements in the throat segment (Segment 1) to increase the elevation of the tracks leading to the LAUS rail yard in the concourse segment (Segment 2). The throat would be reconstructed in the interim condition with a shared or dedicated track alignment for regional/intercity trains and High-Speed Rail trains north of LAUS. The project also includes new passenger platforms and canopies on the elevated rail yard; with an underlying assumption that the project will be constructed in phases.
- ***New Passenger Concourse*** – To meet the requirements of a modern station, the project includes a new passenger concourse in Segment 2 that would include space dedicated for passenger circulation and waiting areas with ancillary support functions ("back of house" uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and civic/cultural open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act (ADA) accessibility at LAUS with new vertical circulation elements such as stairs, escalators, and elevators.
- ***Run-Through Tracks*** – The project includes up to ten new run-through tracks in Segment 3 (including a new loop track) that would be constructed on a common structure/deck over US-101. Construction will happen in phases (e.g. interim improvements), and would include regional/intercity rail (Metrolink/Amtrak) run-through tracks, and multiple run-through track

configuration options that accommodate the planned HSR system (with a maximum of ten run-through tracks).

Link US would also require modifications to two existing bridges at Vignes Street and Cesar Chavez Avenue for new elevated tracks; modifications to US-101 and local streets (including potential street closures, geometric modifications, and parking improvements); railroad signal, positive train control (PTC), and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the main line tracks along the west bank of the Los Angeles River; modifications to the existing Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

2.2 Coordinate with other Environmental Reviews

§ 800.3(b) Coordinate with other reviews.

> The agency official should coordinate the steps of the section 106 process, as appropriate, with the overall planning schedule for the undertaking and with any reviews required under other authorities such as the National Environmental Policy Act, the Native American Graves Protection and Repatriation Act, the American Indian Religious Freedom Act, the Archaeological Resources Protection Act, and agency-specific legislation, such as section 4(f) of the Department of Transportation Act.

The Section 106 process is being scheduled with other environmental reviews being conducted for compliance with NEPA and CEQA. The findings of the Section 106 process will be reported in the NEPA and CEQA documents, as appropriate. Details regarding the coordination with the NEPA scoping process to date are provided in Section 1.4, Plan to Involve the Public. Adverse effects on historic properties under Section 106 will be coordinated with the Section 4(f) analyses for protection of historic sites from use by a transportation project.

2.3 SHPO and/or THPO

§ 800.3(c) Identify the appropriate SHPO and/or THPO.

> As part of its initial planning, the agency official shall determine the appropriate SHPO or SHPOs to be involved in the section 106 process. The agency official shall also determine whether the undertaking may occur on or affect historic properties on any tribal lands and, if so, whether a THPO has assumed the duties of the SHPO. The agency official shall then initiate consultation with the appropriate officer[s]…

CA SHPO: The undertaking is located entirely within the State of California, therefore the California SHPO is the only SHPO involved in the Section 106 process. FRA sent a letter to the California SHPO initiating Section 106 consultation on August 9, 2016. A presentation was made to the California SHPO on November 11, 2016, about the historic properties potentially

affected by Link US and to provide an opportunity for SHPO to ask questions. The meeting minutes are provided in Attachment I.

THPO: The undertaking is not located on any tribal land; therefore, no THPO has assumed the duties of the SHPO.

2.4 Plan to Involve the Public

§ 800.3(e) Plan to involve the public.

> In consultation with the SHPO/THPO, the agency official shall plan for involving the public in the section 106 process. The agency official shall identify the appropriate points for seeking public input and for notifying the public of proposed actions, consistent with § 800.2(d).

The NEPA process has included an extensive public outreach effort, including formal and informal outreach methods such as public meetings, key stakeholder and community group briefings, project development team and agency coordination meetings, advertisements, email blasts, mailings, pamphlet distribution, website updates, and social media engagement. While the outreach has not specifically discussed NEPA being coordinated with the Section 106 review of the undertaking, the following information was included with the NOI, which was widely noticed, posted on Metro's website, and available at the Project scoping meeting:

> The EIS will also document FRA's compliance with other applicable Federal, state, and local laws including, Section 106 of the National Historic Preservation Act (54 U.S.C. 306108), Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303(c)), Section 309(a) of the Clean Air Act (42 U.S.C. 7609(a)), and Executive Order 12898 and U.S. DOT Order 5610.2(a) on Environmental Justice.

Stakeholders were contacted prior to the Link US scoping meeting with a general project update, information on the public meeting, and an offer to brief each entity to ensure they were informed about the project and be able to provide comments. Prior to and after the scoping meeting, several of these key stakeholders were provided briefings on the project and were encouraged to comment during the NEPA Notice of Intent (NOI) and CEQA Notice of Preparation (NOP) comment periods.

- The NOI was published in the *Federal Register* and the comment period was from May 31, 2016 through June 30, 2016.
- The NOP was published on the state's clearinghouse website (Appendix A1) with the comment period beginning on May 27, 2016 and ending on June 27, 2016.
- Both documents were also distributed to the public through mail and advertisements and available on the project website.
- A combined notice was also published in several local, multicultural publications in different languages, including the following: *LA Downtown News* (English), *La Opinion* (Spanish),

Rafu Shimpo (Japanese), and the *Chinese LA Daily News* (Chinese). These are the predominant newspapers circulated in the neighborhoods around LAUS and cover the main languages spoken in these areas.

The Link US scoping meeting was held on June 2, 2016 at Metro's Headquarters building in Los Angeles. The NEPA scoping meeting allowed for public comments on many environmental topics, including cultural resources and historic properties. There were 45 stakeholders in total in attendance in the June 2, 2016 scoping meeting, with 37 community stakeholder attendees. The community stakeholders included elected officials, public agencies, community organizations, and media.

During the NOI and NOP public review periods and the scoping meeting, written comments were received from individuals regarding three cultural resources that should be considered in the analysis (see section 3.2 of this HPSR for a summary and Section 2.5 of the HRER, which is Attachment C of this HPSR, for details.) Other opportunities to involve the public will occur as a result of the research and field investigations planned to identify historic properties.

2.5 Identify Other Consulting Parties

§ 800.3(f) Identify other consulting parties.

In consultation with the SHPO/THPO, the agency official shall identify any other parties entitled to be consulting parties and invite them to participate as such in the section 106 process. The agency official may invite others to participate as consulting parties as the section 106 process moves forward.

On August 24, 2016, FRA sent letters (see Attachments E and F) regarding the Section 106 process for this undertaking to:

- Local Governments including Los Angeles County Metropolitan Transportation Authority, Los Angeles County Historical Landmarks and Records Commission, City of Los Angeles Planning Department, City of Los Angeles Cultural Heritage Commission, City of Los Angeles Office of Historic Resources, and Housing Authority of the City of Los Angeles;
- Interested Parties including preservation organizations, historical societies, architectural organizations, environmental organizations, museums, railroad organizations, and other potential interested parties.
- Owners of historic properties that may be potentially directly affected by the Link US project were contacted on an individual basis under the Section 106 process, including the Los Angeles Department of Water and Power, Caltrans, and the Housing Authority of the City of Los Angeles.
- A follow up email was sent to invited consulting parties and interested parties on March 29, 2017, and as a result, the Los Angeles River Artists and Business Association, was added to the list of active consulting parties.

While not specifically for the purposes of Section 106, to date, property owners within the NEPA/CEQA study area have received the following communications from Metro regarding Link US:

- Scoping Meeting Invitation (mid-May 2016)
- NOI/NOP Notice (end of May/early June 2016)
- Specific letter to potentially affected property owners (end of November 2016).

2.5.1 Native American Consultation

In compliance with Section 106 of the NHPA and AB-52 revisions to CEQA, FRA and Metro have undertaken Native American consultation. This section provides a brief synopsis of the Native American consultation that has occurred as of the date of this report, as well as comments and requests from Native American groups. For a detailed summary of Native American consultation, including correspondence and meeting minutes, please refer to Attachment F of this document.

Section 106 Consultation (FRA)

On May 5, 2016, HDR filed a Sacred Lands File Search with the Native American Heritage Commission (NAHC) on behalf of the FRA. The NAHC responded that historic properties to which tribes may attach religious and cultural significance are present within the APE, but provided no specific information regarding their nature or location. The NAHC provided a list of Native American tribes that may have information regarding historic properties in or near the project area, with recommendations to contact the Gabrieleño Band of Mission Indians – Kizh Nation and local tribal entities for more information regarding the properties. This list of tribes was supplemented with the names of other local tribes who have cultural affiliation within the project area.

On August 24, 2016, in accordance with Section 106 regulations at 36 CFR 800.2, FRA sent letters inviting the following Native American tribes to be consulting parties for the identification of properties that hold significance to tribes:

- Soboba Band of Luiseño Indians, San Jacinto, CA
- Gabrieleño Band of Mission Indians – Kizh Nation, Covina, CA
- Tongva Ancestral Territorial Tribal Nation, Marina del Rey,CA
- Gabrielino/Tongva Nation, Los Angeles, CA
- Gabrielino-Tongva Tribe, Los Angeles, CA
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, San Gabriel, CA
- Gabrielino Tongva Indians of California Tribal Council, Bellflower, CA
- Ti'At Society/Inter-Tribal Council of Pimu, Long Beach, CA
- Los Angeles Native American Indian Commission, Los Angeles, CA

The Soboba Band of Luiseño Indians was the only federally recognized tribe required to be consulted under Section 106. Seven additional tribes and the Los Angeles Native American Indian Commission were invited to participate in consultation as additional consulting parties.

Replies expressing interest in consulting were received from the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians – Kizh Nation, the Tongva Ancestral Territorial Tribal Nation, and the Gabrielino/Tongva Nation. No replies were received from the remaining tribes.

On September 12, 2016, Metro, in collaboration with FRA, sent an email inviting representatives from all aforementioned tribes to the September 19, 2016, Tribal Information Meeting for the Link US project, which was intended to provide information about the project as it relates to cultural resource investigations. None of the invitees attended the meeting.

On November 15 and 16, 2016, individual tribal consultation meetings were scheduled between FRA, Metro, and the four consulting tribes mentioned above to offer the latest project updates and provide a forum to discuss specific resource concerns. Full meeting minutes are available in Attachment F of this document, but a brief summary of each meeting is provided in Section 3.2.1 below.

AB-52 Consultation (Metro)

On May 5, 2016, Metro filed a Sacred Lands File Search with the NAHC. The NAHC responded that tribal resources are present within the APE but provided no specific information regarding their nature or location. The NAHC provided a list of Native American tribes that may have information regarding cultural resources in or near the project area, with recommendations to contact the Gabrieleño Band of Mission Indians – Kizh Nation and local tribal entities for more information regarding the cultural resources. This list of tribes was supplemented with the names of other local tribes who have cultural affiliation within the project area.

On June 9, 2016, Metro mailed letters to the following Native American tribes inviting them to be consulting parties under AB-52 for the identification of tribal cultural resources in the project area:

- Soboba Band of Luiseño Indians, San Jacinto, CA
- Gabrieleño Band of Mission Indians – Kizh Nation, Covina, CA
- Tongva Ancestral Territorial Tribal Nation, Marina del Rey,CA
- Gabrielino/Tongva Nation, Los Angeles, CA
- Gabrielino-Tongva Tribe, Los Angeles, CA
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, San Gabriel, CA
- Gabrielino Tongva Indians of California Tribal Council, Bellflower, CA

Replies expressing interest in consulting were received from the Gabrieleño Band of Mission Indians – Kizh Nation, the Tongva Ancestral Territorial Tribal Nation, and the

Gabrieleno/Tongva San Gabriel Band of Mission Indians. No replies were received from the remaining tribes.

Please refer to the summaries provided in Section 3.2.1 of this document for consultation with the Gabrieleño Band of Mission Indians – Kizh Nation and the Tongva Ancestral Territorial Tribal Nation. Because these two tribes were also consulting parties with FRA under Section 106, all further AB-52 consultation with Metro was conducted in parallel. A summary of AB-52 consultation with the Gabrieleno/Tongva San Gabriel Band of Mission Indians also is provided in Section 3.2.1.

FRA will consider SHPO's recommendations and all written requests for consulting parties.

Please see Attachments E and F for a full synthesis of outreach to potential consulting parties.

3.0 Step 2: Identification of Historic Properties (§800.4)

§ 800.4(a) Determine scope of identification efforts.

In consultation with the SHPO/THPO, the agency official shall:
(1) Determine and document the area of potential effects, as defined in § 800.16(d);

3.1 Area of Potential Effects

As defined in Section 800.16 of the Section 106 regulations, *area of potential effects* (APE) means: "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The [APE] is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The Link US APE contains approximately 248 acres and is documented on the APE map set in Attachment A of this document. The area archaeologically surveyed for this project is the Direct APE, discussed further below, which is the area of the proposed and existing right-of-way containing approximately 110 acres.

3.1.1 Horizontal APE

The APE for archaeological resources includes any ground area that would potentially be directly impacted by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. Additional properties that may be directly affected as a result of Link US, such as the potential alteration of bridges and a highway, are also included. This area of potential direct impacts is employed for the identification, evaluation, and assessment of effects for archaeological resources and is referred to as the Direct APE.

The APE for architectural and historical resources includes the parcels encompassing the Direct APE. If any portion of a parcel is included in the Direct APE, that entire parcel is included within the APE. Additionally, the APE includes any adjacent parcels containing resources sensitive to permanent visual effects or to noise and vibration effects. For example, two prominent structures proposed for the project range in height from approximately 38 feet above the existing ground surface (for the maximum height of the run-through tracks parapet) and approximately 76 feet above the current top of rail (the maximum roof height for the concourse) which resulted in the inclusion of additional parcels within the APE to account for their potential indirect visual effect.

The Link US APE is in a dense urban setting northeast of downtown Los Angeles that includes LAUS buildings and the associated right-of-way that includes rail yard, tracks, and undercrossings. Along the east side of the APE in existing right-of-way are railroad tracks and

several bridges that cross the Los Angeles River, from Cesar Chavez Avenue in the north to Olympic Boulevard in the south. Throughout Link US, the APE accommodates the physical footprint of the proposed California HSR.

The project APE includes the entirety of LAUS—both the primary building and an expanded historic district of associated resources, which were listed in the National Register of Historic Places (NRHP) in 1980. North of the LAUS terminal building, the APE includes the throat, with incoming rail alignments, plus properties near and at Avila Street. At the LAUS terminal, the APE includes the footprint of a proposed concourse, and a new plaza area immediately behind the LAUS building at the present location of the passageway, in addition to various ramps, butterfly sheds, and track alignments above it. Patsaouras Plaza and adjacent parcels to the east are also within the APE. The southern part of the APE includes US 101 and, to its south, undeveloped lots and early- to mid-twentieth-century industrial buildings. In this area, new right-of-way will be acquired to build proposed elevated run-through tracks structures along the alignment of existing Commercial Street (which will be relocated to the north) reconnecting to extant rail ROW along the west shoulder of the Los Angeles River channel. At-grade track improvements may be required beneath multiple extant bridges, although no construction disturbance of any kind is proposed at any of the subject bridges.

3.1.2 Vertical APE

Further, the proposed APE for Link US includes a vertical APE (part of the Direct APE) that ranges from just below current ground surface to up to 100 feet to take into account the total depth of ground disturbance associated with the construction of the undertaking. Vertical depths are discussed in more detail in Section 3.2.2 of the ASR (see Attachment D).

3.2 Summary of Identification Efforts

§ 800.4(a) Determine scope of identification efforts (continued).

> In consultation with the SHPO/THPO, the agency official shall:
> (3) Seek information, as appropriate, from consulting parties, and other individuals and organizations likely to have knowledge of, or concerns with, historic properties in the area, and identify issues relating to the undertaking's potential effects on historic properties.

3.2.1 Knowledge of Historic Properties. During the NOI and NOP public review periods and the scoping meeting, written comments were received from individuals (see Section 2.5 of the HRER for details, and Attachment E of this document for the comments/correspondence received) regarding three properties that should be considered in the analysis:

- An individual provided information that the Macy Street School be studied on the basis of ethnic heritage and historic school segregation; and
- An individual inquired if the US-101 would be evaluated.

- An individual provided information regarding an existing buttressed stone wall within the APE along the former extension of Bauchet Street, north of Cesar Chavez Avenue, and suggested that if the wall had to be removed, that the stones could be incorporated into a new structure associated with the proposed project.

3.2.2 Knowledge of CEQA Historical Resources. As discussed in more detail in Section 2.5.1 of the HRER (HPSR, Attachment C), one of the consulting parties, the City of Los Angeles Office of Historic Resources (OHR) stated that it believes the Thomas R. Barabee Store and Warehouse at 611–615 Ducommun Street is a historical resource for the purposes of CEQA.

3.2.3 Issues Relating to Potential Effects on Historic Properties. During early Section 106 Consultation undertaken in 2016 to 2017, written comments were received from consulting parties regarding concerns with or potential effects on historic properties:

- In an e-mail January 11, 2017, the American Institute of Architects/Los Angeles Chapter (AIA/LA) expressed concerns that Link US:
    - Be coordinated as closely with Metro's former Los Angeles Union Station Master Plan
    - Not preclude the feasibility of a prospective Red Line/Purple Line station in the Arts District; and
    - Integrate well with ongoing plans for the prospective Los Angeles Department of Transportation maintenance facility as well as the future alignment and station of the California High Speed Rail.
- In a letter dated December 31, 2016, the Los Angeles Union Station Historical Society (LAUSHS) provided comments to Metro on other planned projects at LAUS that are also relevant to Link US:
    - Stating concerns that LAUS' Spanish Colonial Revival and Art Deco elements are not being incorporated into the proposed passenger concourse
    - Questioning the functionality of the proposed passenger concourse for the transfer and flow of passengers at LAUS
    - Discussing a concourse option of two new pedestrian tunnels on each side of the existing passenger tunnel, which would obviate an enlarged central tunnel mall space and the need to raise the terminal tracks.
- In a letter dated January 11, 2017, the Train Riders Association of California (TRAC) expressed concerns that the vertical relationship between the platform tracks and the mainline tracks may risk runaway trains. TRAC requested an alternative be studied without a new passenger concourse, and suggested constructing two new tunnels, parallel to the existing passenger tunnel. Other concerns were raised about:
    - Constructability of the proposed new passenger concourse and difficulty of phasing on an operating rail terminus

  - Accessibility by elderly and disabled passengers resulting from the demolition of existing ramps without identified replacements and
  - Effects on the historic bridges crossing the Los Angeles River.
- In a letter dated February 28, 2017, The Housing Authority of the City of Los Angeles (HACLA) provided comments on the potential project encroachment onto the William Mead Homes property along Bolero Lane and through the current softball field, including the following related to the Section 106 process:
  - Handball Court - request that the facility be relocated.
  - Clotheslines - can be shortened but must remain intact for residents to dry clothes since many residents cannot afford to buy dryers.
  - Softball field currently has no scheduled leagues, however, is a major play area for residents. Potentially it could be converted to a soccer field but must remain green space.

All correspondence/comments from consulting and/or interested parties are discussed in more detail in Section 2.5 of the HRER (which is Attachment C of this HPSR) and are also attached to this HPSR as Attachment E.

3.2.4 Sources of Information on Historic Properties. The following standard sources of information were reviewed in the process of compiling this report and existing information on historic properties within one half-mile of the study area were reviewed, including:

- National Register of Historic Places (NRHP) (National Park Service [NPS], 2018, http://www.cr.nps.gov/nr)
- California Points of Historical Interest (State of California, 2018a, http://ohp.parks.ca.gov/?page_id=21750 and http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19))
- California Historical Landmarks (CHL) (State of California, 2018b, http://ohp.parks.ca.gov/?page_id=21387)
- California Register of Historical Resources (CRHR) (State of California, 2018c, http://ohp.parks.ca.gov/?page_id=21238)
- California Historic Resource Inventory (State of California, 2018, http://ohp.parks.ca.gov/?page_id=28063)
- Caltrans Historic Highway Bridge Inventory (HBI), 2018, http://www.dot.ca.gov/hq/structur/strmaint/historic.htm (Attachment B)

ICF International (ICF) conducted a records search for the proposed project at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on November 17 and 19, 2014, and August 4, 2016. The records search included a review of the SCCIC databases for previously identified built resources in or near the APE and existing

cultural resources reports pertaining to the project vicinity. The following additional resources were consulted in the process of compiling this report:

- City of Los Angles Historic Resources Survey (SurveyLA) (https://preservation.lacity.org/survey)
- Caltrans As-Built Drawing Archives
- Historic Aerials (www.historicaerials.com)
- Online Archive of California
- Sanborn Fire Insurance Company maps
- City directories
- Los Angeles Department of Building and Safety permits
- Los Angeles County archives, including the county assessor's improvement books
- ProQuest Historic Los Angeles Times Database
- Newspapers.com database
- Metro documents library
- Southern California Rapid Transit District (SCRTD) Metro Rail Project construction drawings (c. 1987)

3.2.1 Consultation with Native American Tribes, Groups, and Individuals

§ 800.4(a) Determine scope of identification efforts (continued).

> (a)(4) Gather information from any Indian tribe or Native Hawaiian organization identified pursuant to § 800.3(f) to assist in identifying properties, including those located off tribal lands, which may be of religious and cultural significance to them and may be eligible for the National Register, recognizing that an Indian tribe or Native Hawaiian organization may be reluctant to divulge specific information regarding the location, nature, and activities associated with such sites. The agency official should address concerns raised about confidentiality pursuant to § 800.11(c).

3.2.2 Section 106 Consultation

This is a summary of the Section 106 consultation with Native American Tribes as of April 12, 2018. For a complete summary of this ongoing Section 106 consultation, including correspondence, please refer to Attachment F of this document.

On November 15 and 16, 2016, individual tribal consultation meetings were scheduled between FRA, Metro, and the four consulting tribes mentioned above to offer the latest project updates

and provide a forum to discuss specific resource concerns. Full meeting minutes are available in Attachment F of the HPSR, but a brief summary of each meeting is provided below.

Federally Recognized Tribes

- **Soboba Band of Luiseño Indians:** Although the APE is generally outside of Soboba's area of concern, the tribe is serving as a consulting party because they have ancestors buried in the nearby Plaza Cemetery (P-19-004218). Joseph Ontiveros, Cultural Resource Department Director, indicated that, according to burial records, there were at least 40 of their ancestors in the cemetery. Soboba requested records search data and the Link US APE map but mentioned that they did not need copies of the Link US cultural documents for review. Due to the high sensitivity of the project, an area for reburial needs to be designated that will be a dedicated area (such as a cultural resource easement) for cultural resources and all human remains. Soboba prefers that all artifacts be reburied on site. Soboba recommends that the project create a historic properties management plan that deals with the treatment and disposition of cultural resources and what constitutes a ceremonial item would need to be well thought out. Soboba also noted that agreement documents would need to be in place prior to the start of construction. In an email dated February 1, 2017, Soboba notified FRA that it would no longer participate in the Section 106 review process but wished to be kept informed of unanticipated discoveries.

Non-Federally Recognized Tribes

- **Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation):** Andrew Salas, Chairperson, provided information that indicated the Kizh Nation's ancestral association to the project area. He stated that the project is within the vicinity of a major trade route that once connected San Francisco to San Diego but has since been paved over (possibly by US-101). He stated that the project area is a highly sensitive area for the presence of cultural resources associated with the Kizh Nation. Chairperson Salas stated his support for the project and that the area is the birthright of the tribe to protect. He also indicated that the area is not only associated with one large village of Yangna, but rather, many villages of a larger network. The burials found in the area to date reflect the high archaeological potential of the area. The Kizh Nation also indicated that a very important and large sycamore tree in the area where tribal and spiritual leaders met and prayed together ("El Aliso") should be considered in the evaluation of archaeological site CA-LAN-1575/H. The Kizh Nation has requested that a monitor from the Kizh Nation be present during ground-disturbing activities.
- **Tongva Ancestral Territorial Tribal Nation (TATTN):** John Tommy Rosas, Tribal Administrator, noted that the project is located at the site of the original Pueblo of Los Angeles and emphasized that artifacts may still remain undisturbed despite decades of development. TATTN noted that they have information the California Historical Resources Information System (CHRIS) does not have and would be willing to share that with the Link US project team. TATTN supports the project, but also wants to make

sure that the resources are protected (in particular the village of Yangna). TATTN emphasized that there needs to be a proper discovery and treatment plan in place prior to construction that deals with testing the site. If resources are impacted, TATTN recommends that there should be *in situ* preservation wherever possible, specific treatment plans available, human remains should be reburied as close as possible to their original locations, any artifacts should be reburied in the site area, and with the human remains if found with them. There should be no analysis of human remains or associated burial goods. TATTN emphasized that there needs to be a strong Memorandum of Agreement (MOA) or Programmatic Agreement (PA) developed with strong treatment plan for management/treatment of discoveries. TATTN also requested that the Advisory Council on Historic Preservation be engaged in looking at the treatment plans.

- **Gabrielino/Tongva Nation:** Sam Dunlap, Cultural Resources Director, has expressed that the Gabrielino/Tongva Nation is interested in being a consulting party for the project, but there have been no meetings with them to date. Mr. Dunlap has expressed a desire to monitor during the construction phase, and to continue to consult under Section 106.

Section 106 consultation is ongoing for the project and will continue until adverse effects have been resolved.

3.2.3 AB-52 Consultation

Please refer to the summaries provided in Section 3.2.2 above for consultation with the Gabrieleño Band of Mission Indians – Kizh Nation and the Tongva Ancestral Territorial Tribal Nation. Because these two tribes were also consulting parties with FRA under Section 106, all further AB-52 consultation with Metro was conducted in parallel. A summary of AB-52 consultation with the Gabrieleno/Tongva San Gabriel Band of Mission Indians is provided below:

- **Gabrieleno/Tongva San Gabriel Band of Mission Indians:** On May 18, 2017, Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, called Nina Delu (HDR) and stated that he wanted to consult with Metro (under AB 52) on the Link US project. Chairperson Morales was aware that project identification work was underway, and that FRA is also conducting Section 106 consultation for the project, but he has not contacted FRA to consult. He stated that Downtown Los Angeles is a very sensitive place for cultural resources and that this area is both culturally and spiritually significant to his tribe. Chairperson Morales noted that he didn't think he would have much to offer in terms of specific knowledge of the resources of the area that we didn't already know and said that he believes that the Link US Team has done a good job on the identification studies. He stated that the project is very sensitive and should have Native Americans monitoring construction activities. He wants to be kept in the loop about the project and will be sent cultural reports as they become ready. When the project goes to construction, he would like to have his Tribe involved as Native American Monitors.

3.3 Properties Identified and Evaluated

3.3.1 Identification Process

§ 800.4(b) Identify historic properties.

> Based on the information gathered under paragraph (a) of this section, and in consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that might attach religious and cultural significance to properties within the area of potential effects, the agency official shall take the steps necessary to identify historic properties within the area of potential effects.
>
> **(1) Level of effort.** The agency official shall make a reasonable and good faith effort to carry out appropriate identification efforts, which may include background research, consultation, oral history interviews, sample field investigation, and field survey.

All identification and evaluation work has been conducted by archaeologists, historians, and architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards (Appendix A to 36 CFR Part 61).

Through submission of this HPSR, the SHPO will be consulted about the definition of the APE, methodology, and identification and evaluation of historic properties. Chapter 4 of the HRER (Attachment C) and ASR (Attachment D) include background context about the property types that may be present in the APE. Assessing and resolving project effects are completed under separate cover in the *Link US Findings of Effect* documents for built and archaeological historic properties.

Historic/architectural surveys: As discussed in more detail in Chapter 3 of the HRER (Attachment C to this HPSR), field surveys of all developed properties with buildings or structures within the APE of the proposed project were undertaken by qualified architectural historians (36 CFR Part 61) between November 2014 and July 2016, with additional surveys undertaken in April 2018.

Archaeological surveys: As discussed in more detail in Chapter 5 of the ASR (Attachment D to this HPSR), the area archaeologically surveyed for this project is the Direct APE, which is the area of the proposed and existing right-of-way. Background research, including a record search, Native American consultation, and pedestrian and a visual/windshield survey of the Direct APE conducted on June 15, 2016, was conducted in order to identify prehistoric and historic archaeological resources that may be eligible for the NRHP.

§ 800.4(b)(2) Phased identification and evaluation.

> Where alternatives under consideration consist of corridors or large land areas, or where access to properties is restricted, the agency official may use a phased process to conduct identification and evaluation efforts.

The archaeological and built environment field surveys did not require any phased process as access was available to field survey crews from the public right-of-way (ROW) or owner permission to enter was granted. All resources within the APE have been identified and evaluated, as discussed further below.

§ 800.4(c) Evaluate historic significance.

> (1) Apply National Register criteria. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified properties and guided by the secretary's standards and guidelines for evaluation, the agency official shall apply the National Register criteria (36 CFR part 63) to properties identified within the area of potential effects that have not been previously evaluated for National Register eligibility.

For Link US, the evaluation of historic significance consisted of five categories of effort:

1. Identifying properties listed in the NRHP,
2. Identifying properties previously determined eligible for inclusion in the NRHP through a consensus between a Federal agency and SHPO,
3. Proposing additional properties to be eligible for the NRHP by applying the NRHP criteria and requesting concurrence from SHPO,
4. CRHR criteria and the other definitions of historical resources at § 15064.5(a) of the CEQA Guidelines were applied to other properties in the APE over 50 years old. Properties which fell into one of the three bullets above are also considered to be CEQA historical resources, and
5. Properties over 50 years old which were evaluated for eligibility for both the NRHP and CRHR, but were determined to be ineligible for both lists.

The results of the effort to evaluate historic significance follows.

3.3.2 Properties Listed in the NRHP

To be included in the NRHP, a property goes through a formal nomination process, often with the documentation prepared by private individuals and organizations or local governments and Native American tribes. The nomination is then considered by a professional review board in the applicable state, who makes a recommendation of eligibility. The SHPO submits the recommended nomination to the National Park Service (NPS), and if it is approved, the property is formally included in the NRHP. Properties already included in the NRHP maintained by the Secretary of the Interior are historic properties for the purposes of Section 106. Such properties did not require re-evaluation or further application of the NRHP criteria by the Link US Project, unless field survey investigation revealed their NRHP status was compromised. The following three historic properties, formally included in the NRHP, are still extant and were identified within the Link US APE, in order of Map Reference Number:

1. **United States Post Office – Los Angeles Terminal Annex** (Map Reference #5), 900 Alameda Street, Los Angeles, was the central mail processing facility for Los Angeles from 1940 to 1989. Constructed in 1937 to 1938, the architectural style is a Mission/Spanish Colonial Revival, and it was intentionally designed to be consistent in style with LAUS . The period of significance is 1938, the year construction was completed. Los Angeles Terminal Annex was found to meet NRHP Criterion C when it was listed in the NRHP on January 11, 1985 (NRHP SID #85000131), as part of the U.S. Post Office Thematic Resource nomination. The property is not a state landmark or local monument.
2. **Los Angeles Union Passenger Terminal** (a.k.a., LAUS or Union Station, Map Reference #9), 800 Alameda Street, Los Angeles, was constructed from 1934 to 1939 and was designed in the Spanish Colonial Revival and Streamline Moderne styles. The period of significance is 1939, the year construction was completed. It was listed in the NRHP on November 13, 1980 (NRHP SID #80000811), under NRHP Criteria A and C. Union Station was also found to be of exceptional importance and therefore met NRHP Criteria Consideration G for properties achieving significance within 50 years prior to the time of listing. LAUS was declared City of Los Angeles Historic-Cultural Monument (LAHCM) #101 on August 2, 1972.
3. **Los Angeles Plaza Historic District** (El Pueblo de Los Angeles Historic District/El Pueblo, Map Reference #29), is roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles Streets to the east, Arcadia Street to the south, and Spring Street to the west. The buildings feature an extensive range of nineteenth and early twentieth century architectural styles, including some from the Spanish Colonial and Mexican eras. The oldest extant resources remaining in the district were constructed in 1822: Nuestra Senora La Reina de Los Angeles (Old Plaza Church), and the Plaza Church Cemetery, site of the first cemetery of Los Angeles. The period of significance is 1818 to 1932. Los Angeles Plaza Historic District was first listed in the NRHP on November 3, 1972 (NRHP SID #72000231), its boundary was amended on November 12, 1981, and the resource count was revised on June 21, 2016. Los Angeles Plaza Historic District was found to meet NRHP Criteria A and C, at the local level of significance. The approximately 9.5 acre site is comprised of 20 contributing buildings, 2 contributing sites, 6 non-contributing buildings, and 1 non-contributing structure. Many of the individual resources have been designated at the national, state and local level, including the Los Angeles Plaza itself, which is California Historical Landmark No. 156. Six resources are listed as California Historical Landmarks (CHL): Nuestra Señora La Reina de Los Angeles (no. 144); Avila Adobe (no. 145); Los Angeles Plaza (no. 156); Pico House (Hotel) (no. 159); Merced Theatre (no. 171); and Old Plaza Firehouse (no. 730). Under the name Los Angeles Plaza Park, the Olvera Street and Plaza portions were declared LAHCM #64 on April 1, 1970.

Additional documentation on these properties is provided on California Department of Recreation (DPR) Forms, Series 523 included in Appendix A of the HRER, which is attached as Appendix C of this HPSR.

3.3.3 Properties Previously Determined Eligible for the NRHP

Properties previously determined eligible for the NRHP as a result of a consensus between a federal agency and the SHPO are historic properties for the purposes of Section 106. Properties previously determined eligible for the NRHP have gone through a different process than those already listed in the NRHP as described in Section 3.4.2 above. Properties in this category differ because there is not a formal nomination process involving approval by the National Park Service (NPS). Properties may be determined eligible for the NRHP through a consensus determination by a federal agency and SHPO, usually through the Section 106 process.

For the Link US Project, properties previously determined eligible for the NRHP did not require re-evaluation or further application of the NRHP criteria, unless field survey investigation revealed their NRHP eligibility status was compromised or need to be updated. The following eight historic properties previously determined eligible for the NRHP are still extant and were identified within the Link US APE, in order of Map Reference Number. Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER, which is attached as Appendix C of this HPSR.

1. **Los Angeles Department of Water and Power (LADWP) Main Street Center** (Map Reference 1), 1630 N. Main Street, Los Angeles, is a substantially scaled, multi-building yard owned and operated by the LADWP. The eight earliest buildings on the property were constructed from 1923 to 1937, the original period of significance was 1923 to 1944, and seven of those eight buildings are located outside the APE. On the property are numerous shops, test labs, warehouses, repair facilities, garages, crane aisles, and offices designed in the industrial style. A Determination of Eligibility (DOE) prepared by the Federal Emergency Management Agency (FEMA) after the Northridge Earthquake occurred in 1994, found the eight earliest buildings on the property to be contributors to a historic district eligible for the NRHP under Criteria A and C. In 1995, SHPO concurred with FEMA's DOE through the mechanism of a Programmatic Agreement. The district record prepared in 1994 established the period of significance as 1923 to 1944, stating "the district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place." While not explicitly stated, the close of the period of significance was set as 50 years before the evaluation in accordance with guidance in NRHP Bulletin 16A, and was not linked to the construction years of any of the buildings on the facility. This study for Link US confirms those findings from the 1995 FEMA DOE and recommends the close of the period of significance be extended to 1965 to encompass the construction dates of four more buildings that share similar historic associations and design quality, also meet NRHP Criteria A and C and that those four buildings be added as contributing features to the district. The property is not a state landmark or local monument.
2. **William Mead Homes** (Map Reference #2), 1300 North Cardinal Street, Los Angeles, is a 17-acre multiple family public housing complex designed in the Modern "garden apartments" style and constructed from 1943 to 1952. The period of significance was established as 1943 to 1952, based on the years of construction. William Mead Homes

was determined eligible for the NRHP on June 3, 2002, with SHPO consensus, at the local level of significance through the Department of Housing and Urban Development (HUD) Section 106 Programmatic Agreement for the City of Los Angeles. It was determined to meet Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and to meet Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. The property is not a state landmark or local monument.

3. **Mission Tower** (Map Reference #3), 1436 Alhambra Avenue, Los Angeles, was constructed in 1916 and enlarged in 1938. Its design was influenced by the Spanish Colonial Revival style. The period of significance is 1916 to 1938, based on when original construction was completed by the Atchison, Topeka and Santa Fe Railway and when it was enlarged for LAUS. Mission Tower was determined eligible for the NRHP by FRA, and SHPO concurred on January 15, 2004, as a result of the previous Run-Through Tracks Project Section 106 process. Mission Tower was determined to meet NRHP Criteria A and C, at the local level of significance. The SHPO concurrence letter is included in Attachment G of this HPSR. The property is not a state landmark or local monument.
4. **Cesar Chavez Avenue** (formerly Macy Street) **Viaduct** over the Los Angeles River (Bridge #53C 0130, Map Reference #10), was constructed in 1926 and designed in the Spanish Colonial Revival architectural style. The period of significance is 1926, the year construction was completed. It was previously determined eligible for inclusion in the NHRP in 1986 through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI, under NRHP Criteria A and C, at the local level of significance. The bridge was declared LA HCM #224 on August 1, 1979.
5. **First Street Viaduct** over the Los Angeles River (Bridge #53C 1166, Map Reference #25), located 0.6 miles west of US-101, was constructed from 1926 to 1929 and was designed in the Neo-Classical architectural style. The period of significance is 1929, the year construction was completed. It was previously determined eligible for inclusion in the NRHP in 1986 through a consensus determination process by FHWA and SHPO as a result of the Caltrans Historic Bridge Inventory (HBI). Furthermore, on December 5, 2001, SHPO concurred with a finding that the bridge was eligible for the NRHP under Criterion C. The bridge was declared LAHCM #909 on January 30, 2008.
6. **Fourth Street Viaduct** (Bridge #53C 0044, Map Reference #26), spanning the Los Angeles River from Mission Road at the east to Santa Fe Ave at the west, was constructed from 1930 to 1931 and was designed in the Beaux Arts and Gothic Revival architectural styles. The period of significance is 1930 to 1931, the years of construction. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Fourth Street Viaduct was declared LAHCM #906 on January 30, 2008.

7. **Seventh Street Viaduct** (Bridge #53C 1321, Map Reference #27), spanning the Los Angeles River from approximately Myers Street at the east to Santa Fe Avenue at the west, was initially constructed in 1910 with subsequent work in 1927. It was originally designed in the Beaux-Arts style. The period of significance is 1910 to 1927. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Seventh Street Viaduct was declared LAHCM #904 on January 30, 2008.
8. **Olympic Boulevard (Ninth Street) Viaduct** (Bridge #53C 0163, Map Reference #28), spanning the Los Angeles River from Rio Vista Avenue at the east to Enterprise Street at the west, was constructed in 1925 as the Ninth Street Viaduct and was re-named in commemoration of the 1932 Olympic Games. The period of significance is 1925, the year construction was completed. Its design features Classical style structural elements combining Doric and Corinthian orders. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of Significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The structure was declared LAHCM #902 on January 30, 2008.

3.3.4 Properties Evaluated and Recommended Eligible for the NRHP as a Result of this Study

As described in the Section 106 regulations at 36 C.F.R. § 800.16(l)(2), historic properties also include all other properties that meet NRHP criteria.

All built environment properties over 50 years old were evaluated for eligibility for the NRHP by architectural historians and historians meeting the Secretary of the Interior's Professional Qualifications Standards (Appendix A to 36 CFR Part 61). All properties under 50 years old in the APE were determined to be ineligible for the NRHP or CHHR because they lacked exceptional importance and did not meet NRHP Criteria Consideration G nor CRHR Special Consideration 2. Survey work was conducted between November 2014 and July 2016, with updates in April 2018. All parcels were observed from the public ROW or with owner permission, and digital photographs were taken of all buildings and structures that were visible on each property.

In addition to the 11 properties previously listed in or formally determined eligible for the NRHP detailed in Sections 3.4.2 and 3.4.3, respectively, 19 other built environment resources over 50 years of age and one archaeological resource were evaluated. Properties that were evaluated and recommended eligible for the NRHP are detailed here. Properties evaluated and recommended not eligible for the NRHP but considered eligible for CEQA are detailed in Section 3.4.5. Properties evaluated and not recommended eligible for the NRHP nor CEQA are described in Section 3.3.6.

Three architectural resources are recommended eligible for the NRHP as a result of this study because they meet NRHP criteria. They are listed below in order of Map Reference Number.

Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER, which is attached as Appendix C of this HPSR.

1. **Vignes Street Undercrossing** (Bridge #53C 1764, Map Reference #4) carrying LAUS tracks over Vignes Street, was constructed from 1933 to 1939 as part of LAUS but is just outside that property's NRHP boundary. It was designed essentially in the Streamline Moderne style with Spanish Colonial Revival influence. Its period of significance is 1933 to 1939, based on the years of construction. The Vignes Street Undercrossing contributes to the significance of LAUS, and is being recommended eligible for the NRHP under Criterion A, at the local level of significance, as a result of this study for Link US. The property is not a state landmark or local monument.
2. **Macy Street School** (Map Reference #8) 900 N. Avila Street, Los Angeles (alternate address 505 Clara Street) was constructed in 1915 and designed in the English Renaissance Revival style. The period of significance is 1915 to 1930. The Macy Street School is being recommended eligible, as a result of this study for Link US, for the NRHP at the local level of significance under Criterion A for associations to the Progressive Era and with ethnic settlement and assimilation in this part of Los Angeles, and under Criterion B for associations with early Principal Nora Sterry. The property is not a state landmark or local monument.
3. **Denny's Restaurant** (Map Reference #30) 530 East Ramirez Street, Los Angeles, was constructed in 1965. It is an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray based on the Armet & Davis prototype design from 1958. The period of significance is 1965. As a result of this study for Link US, it is being recommended eligible for the NRHP at the local level of significance under Criterion C. This NRHP eligibility determination is consistent with the findings of SurveyLA, the Los Angeles Historic Resources Survey, published in September 2016. The property is not a state landmark or local monument.

One archaeological resource is recommended eligible for the NRHP as a result of this study (see Attachment J of this HPSR):

1. Archaeological site **P-19-001575 (CA-LAN-1575/H)**, the original site of Los Angeles Chinatown and early Los Angeles, including prehistoric Native American remains and American period remains, is recommended eligible for NRHP listing at the local level of significance under Criterion D, as the site has yielded, and retains the potential to yield, significant scientific information important in prehistory and history. Important archaeological deposits, features, and artifacts have been found in intact stratigraphic contexts, and have been demonstrated to yield information in contexts that allow for the recovery of meaningful information that can be used to interpret past lifeways of peoples from the many different cultures of California that used or inhabited the site. The discoveries reflect two broad temporal/cultural components that are relevant to the significance of archaeological site P-19-001575: the Prehistoric/Historic Native American Period (A.D. 1000 to 1848) and the American Period (1850s to 1966). The component related to the Spanish-Mexican Period (1781 to 1850) does not qualify as significant

under NRHP criteria. Details of the archaeological constituents of the site are presented in the Archaeological Survey Report prepared for Link US (Attachment D) and in the complete NRHP evaluation of the site (Attachment J).

SHPO Concurrence on the eligibility on these resources in Section 3.4.4 is pending.

3.3.5 CEQA-Only Historical Resources

The City of Los Angeles Office of Historic Resources (OHR) has provided information, in the form of a comment regarding draft survey findings that resulted in two of the built resources in the APE to be considered to be historical resources under CEQA, as follows:

1. The **Thomas R. Barabee Store and Warehouse** (Map Reference #16), 611–615 Ducommun Street, Los Angeles, was constructed in 1926, and was designed in the Commercial/Industrial Vernacular style. The period of significance is 1926, based on the year it was constructed. It is not eligible for the NRHP but is being considered a CEQA historical resource. The building was previously surveyed in 2002, was determined ineligible for the NRHP by FRA, and SHPO concurred with this finding on 1/15/2004 (FRA031117A).]In an email on December 19, 2014, responding during the Section 106 process for SCRIP (the predecessor project to Link US), the City of Los Angeles OHR stated that it believed the Thomas R. Barabee Store and Warehouse is a historical resource for the purposes of CEQA. In 2014, OHR believed that the property is a significant example of commercial architecture and provided information related to context, theme, and property type for citywide commercial architecture. However, when OHR published its SurveyLA findings nearly two years later in September 2016, the property was not among the individual resources identified as significant in the Central City North area. Based on the information provided by OHR in 2014, It is considered to be a historical resource under CEQA. The property is not a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP.

2. The **Friedman Bag Company—Textile Division Building (Magellan Storage)** (Map Reference #22) 801 E. Commercial Street, Los Angeles. The oldest portion of this building was constructed in 1902, with additions in 1906, 1941, and 1954. It is designed in the Industrial/Utilitarian style. The period of significance is 1902, based on the year the oldest extant portion of the building was constructed. The building was previously surveyed in 2002, was determined ineligible for the NRHP by FRA, and SHPO concurred with this finding on 1/15/2004 (FRA031117A). As a result, the entire property is considered not to be eligible for the NRHP because of a previous Section 106 consensus determination. However, the northwest portion of the building that was originally constructed in 1902, was identified as significant in 2016 by the OHR's SurveyLA program for associations to early industrial development in Los Angeles between 1880 and 1945. Therefore, the northwest portion of the building constructed in 1902 is a historical resource under CEQA because it was found to be significant in a historical resources survey conducted by a local government agency. The property is not

a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP.

Additional documentation on these two properties is provided on California DPR 523 Forms included in Appendix A of the HRER, which is attached as Appendix C of this HPSR.

3.3.6 Other Properties

All other resources in the Link US APE are recommended not eligible for the NRHP and not to be CEQA historical resources.

A total of eight properties, listed below in order of Map Reference Number, were recommended not eligible for the NRHP through the Section 106 process as a result of this study and have been assigned an OHP status code of "6Y".[1] The "6Y" status code is pending until FRA receives concurrence from the SHPO. Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER, which is attached as Appendix C of this HPSR. None of these eight properties are considered historical resources under CEQA.

1. Gonzalez Candle Shop manufacturing building, 940 N. Avila Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #6.
2. Interstate Rubber Company, 908 N. Avila Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #7.
3. US 101 Slot (Santa Ana Freeway), US-101, PM 1.3 to PM 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #11.
4. American Warehouse and Realty Company, 430 Commercial Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #13.
5. Maier Brewing Company, 620 Commercial Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #14.
6. Friedman Bag Company, Polyethylene Division, North Building, 711 Ducommun Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #18.
7. Friedman Bag Company, Polyethylene Division, South Building, 706 Ducommun Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #19.
8. Manley Oil Company/ Southern California Gas Company, 410 Center Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #21.

Six additional properties, listed below in order of Map Reference Number, were determined not to be eligible for listing in the NRHP as a result of previous studies, and were previously assigned an OHP status code of "6Y". The updated evaluations performed in the current

[1] Status code "6Y" is defined by the California OHP as "determined ineligible for NR[HP] by consensus through Section 106 process – not evaluated for CR[HR] or Local Listing."

Section 106 process for Link US confirms retention of status code “6Y” is appropriate. Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER, which is attached as Appendix C of this HPSR. None of these six properties are considered historical resources under CEQA.

9. US-101 Bridge #53-0405, US-101 over the Los Angeles River, Los Angeles, CA, OHP Status Code 6Y, Map Reference #12
10. Friedman Bag Company—Storage Building, 500 Garey Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #15
11. LAUSD District H Facilities Services and Maintenance Operations, 611 Jackson Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #17
12. Los Angeles Casing Company, 710–714 Ducommun Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #20
13. New York Junk Company, 622 Frontage Road (825 Commercial Street), Los Angeles, CA, OHP Status Code 6Y, Map Reference #23
14. Amay’s Bakery & Noodle Company, 837 Commercial Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #24

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4.0 Step 3: Assessment of Adverse Effects (§800.5)

§ 800.5 Assessment of adverse effects.

> (a) *Apply criteria of adverse effect*. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.

For the 14 built environment properties and 1 archaeological resource listed in or determined eligible for listing in the NRHP, FRA will apply the Section 106 *Criteria for Adverse Effect* and will submit its findings to SHPO for review and concurrence under separate cover, and to other appropriate consulting parties for review and comment.

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5.0 Step 4: Resolution of Adverse Effects (§800.6)

§ 800.6 Resolution of adverse effects.

> (a) *Continue consultation.* The agency official shall consult with the SHPO/THPO and other consulting parties, including Indian tribes and Native Hawaiian organizations, to develop and evaluate alternatives and modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties…

If FRA determines, and SHPO concurs, that the Link US Project will adversely affect historic properties, FRA, SHPO, Metro, and the other consulting parties (and the Advisory Council on Historic Preservation, if it chooses to participate following the adverse effect notification) will consult on measures to avoid, minimize and/or mitigate those effects. The agreed-upon measures will be stipulated in a Section 106 Memorandum of Agreement (MOA).

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Attachments

A) Project Vicinity, Location, and APE Maps

B) California Historic Bridge Inventory Sheet

C) Historical Resources Evaluation Report (HRER)

D) Confidential: Archaeological Survey Report (ASR)

E) Public Participation

F) Native American Correspondence

G) 2004 SHPO Concurrence Letter

H) Public Information Meetings

I) SHPO Meeting Minutes, November 1, 2016

J) Confidential: Archaeological Evaluation of Archaeological Site CA-LAN-1575/H

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Supplemental Cultural Resource Report No.1

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FINAL

Supplemental Cultural Resource Report

Link Union Station

December 2020

Prepared for:

Metro

CALIFORNIA High-Speed Rail Authority

Prepared by:

HDR

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.

Link US

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Appendix F: Solar Manufacturing Corporation Building Department of Parks and Recreation 523 Series Form
Appendix G: Malabar Yard Railroad Infrastructure Department of Parks and Recreation 523 Series Form
Appendix H: 4535 Soto Street and 4824 Santa Fe Avenue Department of Parks and Recreation 523 Series Forms
Appendix I: California Native American Heritage Commission Sacred Lands File Search Results

ACRONYMS

APE	area of potential effects
API	area of physical impacts
Authority	California High-Speed Rail Authority
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
EIS	environmental impact statement
FRA	Federal Railroad Administration
HSR	high-speed rail
LAUS	Los Angeles Union Station
Link US	Link Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
Project	Link Union Station Project
ROW	right-of-way
SHPO	State Historic Preservation Officer
US-101	United States Highway 101

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ES.0 Executive Summary

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of Los Angeles Union Station (LAUS), is proposing the Link Union Station (Link US) Project (Project or proposed action) to address the capacity constraints at LAUS that have been present for nearly two decades. The California High-Speed Rail Authority (Authority) has assumed the Federal Railroad Administration's (FRA) environmental responsibilities under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) and is the federal lead agency for the Project. Metro is the Project sponsor and lead agency under the California Environmental Quality Act. The California Department of Transportation is a cooperating agency under NEPA and a consulting party under Section 106 of the NHPA.

This document was completed in compliance with Section 106 of the NHPA and summarizes the archaeological and built environment historic properties considered as part of the undertaking, in support of the Project's environmental impact statement (EIS). In compliance with the requirements detailed in Section 106 of the NHPA and described in 36 Code of Federal Regulations (CFR) Parts 800.3–800.4, an area of potential effects (APE) was delineated in consultation with the California State Historic Preservation Officer (SHPO) and properties within the APE were identified and evaluated for listing in the National Register of Historic Places (NRHP).

The Link US *Historic Property Survey Report* (Metro 2018a), *Archaeological Survey Report* (Metro 2018b), and *Historical Resources Evaluation Report* (Metro 2018c) detail the findings of historic property identification and evaluation efforts, along with documentation of consultation with the California Native American Heritage Commission (NAHC), Native American tribes, groups, individuals, and other interested parties. As a result of these efforts, 15 properties (14 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the Link US APE (Appendix A) were determined to be either listed or eligible for listing in the NRHP. All eligibility determinations received concurrence from SHPO on September 27, 2018 (Appendix B).

In the time since SHPO concurrence, changes have been made to the Project design to accommodate a new quiet zone adjacent to the North Main Street Bridge along with the partial relocation of the BNSF Railway West Bank Yard and associated off-site improvements in the vicinity of Malabar Yard, in the City of Vernon, California, to offset the permanent loss of storage track capacity at the BNSF West Bank Yard. These changes have resulted in an expansion of the Link US APE (Appendix A). The current investigation was completed to analyze the newly added Project components. For these additional areas, information was gathered from a supplemental record search at the South Central Coastal Information Center of the California Historical Resources Information System, housed at California State University, Fullerton; a supplemental Sacred Lands File Search with the NAHC; and previous investigations that overlap the expanded Link US APE. Additionally, historic property identification surveys were completed in the vicinity of the Malabar Yard, and additional resources have been evaluated. Last, continued work at the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project has yielded additional

information on archaeological site CA-LAN-1575/H, which confirms that the Link US area of physical impacts (API) is highly sensitive for buried archaeological resources (Metro 2018b).

As a result of the current investigation, the number of historic properties listed, or determined eligible for listing, in the NRHP within the updated Link US APE has increased to 17 and includes archaeological site CA-LAN-1575/H and the following 16 built environment properties, listed in order of Appendix A map reference number (resources identified as a result of the current investigation are marked with an asterisk):

1. Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street, Los Angeles) – Map Reference #1
2. United States Post Office Los Angeles Terminal Annex (900 Alameda Street, Los Angeles) – Map Reference #2
3. Los Angeles Plaza Historic District – Map Reference #3
4. Los Angeles Department of Water and Power – Main Street Center (1630 Main Street, Los Angeles) – Map Reference #4
5. William Mead Homes (1300 Cardinal Street, Los Angeles) – Map Reference #5
6. Mission Tower (1436 Alhambra Avenue, Los Angeles) – Map Reference #6
7. Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge #53C 0130) – Map Reference #7
8. First Street Viaduct (Bridge #53C 1166) – Map Reference #8
9. Fourth Street Viaduct (Bridge #53C 0044) – Map Reference #9
10. Seventh Street Viaduct (Bridge #53C 1321) – Map Reference #10
11. Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge #56C 0163) – Map Reference #11
12. Vignes Street Undercrossing (Bridge #53C 1764) – Map Reference #12
13. Macy Street School (900 Avila Street, 505 Clara Street, Los Angeles) – Map Reference #13
14. Denny's Restaurant (530 Ramirez Street, Los Angeles) – Map Reference #14
15. North Main Street Bridge (Bridge #53C 1010) – Map Reference #15*
16. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon) – Map Reference #16*

1.0 Introduction

Metro, as the owner of LAUS, is proposing the infrastructure improvements associated with the Link US Project to address existing capacity constraints at LAUS. For the purposes of NEPA, Metro is serving as the local Project sponsor and joint lead agency.

Pursuant to 23 United States Code Section 327 and a memorandum of understanding between FRA and the State of California, effective July 23, 2019, under a program known as NEPA Assignment, the Authority is responsible for the federal review and approval of environmental documents for projects on the high-speed rail (HSR) system and other passenger rail projects that directly connect to the HSR system, including the Link US Project. For the purposes of the EIS being prepared, the Authority is serving as the federal lead agency with NEPA responsibilities for the proposed action pursuant to the requirements of the NEPA Assignment Memorandum of Understanding. The Authority and Metro are preparing the EIS in compliance with NEPA (42 United States Code Section 4321 et seq.), the Council on Environmental Quality regulations implementing NEPA (40 CFR Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (*Federal Register* 64(101), 28545-28556, May 26, 1999), 23 United States Code Section 139, and the NEPA Assignment Memorandum of Understanding.[1, 2]

Pursuant to the Memorandum of Understanding requirements between FRA and the State of California, FRA's Environmental Procedures are used to determine Project-related environmental effects. For context, this summary-level Project description provides an overview of the purpose and need, the LAUS Project study area, the No Action Alternative, and the major components associated with the two build alternatives considered for the proposed action.

1.1 Purpose

Consistent with the 2016 notice of intent, and as subsequently refined in the 2020 revised notice of intent, the purpose of the proposed action is to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration while

[1] While the environmental impact statement (EIS) was being prepared, the Federal Railroad Administration (FRA) adopted new National Environmental Policy Act (NEPA) compliance regulations (Code of Federal Regulations [CFR] Title 23, Part 771). Those regulations only apply to actions initiated after November 28, 2018. See CFR Title 23, Part 771.109(a)(4). Because the EIS was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

[2] The Council on Environmental Quality issued new regulations, effective September 14, 2020, updating the NEPA implementing procedures at 40 CFR 1500-1508. However, because this Project initiated the NEPA process before September 14, 2020, it is not subject to the new regulations. The California High-Speed Rail Authority (Authority) is relying on the regulations, as they existed prior to September 14, 2020. Therefore, all citations to Council on Environmental Quality regulations in this environmental document refer to the 1978 regulations, pursuant to 40 CFR 1506.13 (2020) and the preamble at 85 *Federal Register* 43340.

preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity and enhancing the safety of LAUS through the implementation of a new passenger concourse, meeting the multi-modal transportation demands at LAUS.

1.2 Need

Consistent with the 2016 notice of intent, and as subsequently refined in the 2020 revised notice of intent, the need for the proposed action is generated by the forecasted increase in regional population and employment; implementation of federal, state, and regional transportation plans that provide for increased operational frequency for regional and intercity trains and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

1.3 Location and Study Area

The proposed action consists of on- and off-site infrastructure improvements at two noncontiguous areas: in Downtown Los Angeles (in the vicinity of LAUS) and in the northwest portion of the City of Vernon (in the vicinity of the BNSF Malabar Yard). For the purposes of this study, the Project study area in the vicinity of LAUS is the geographic area analyzed for potential Project-related effects. Off-site improvements required in the City of Vernon are evaluated under separate cover.

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Figure 1-1 depicts the regional location and general vicinity of the proposed action.

Figure 1-2 depicts the Project study area, which encompasses the environmental study associated with potential direct, indirect, and cumulative effects from construction and operation of the proposed action. The Project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through the LAUS throat, which includes a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. Land uses in the vicinity of the throat segment are residential, industrial, and institutional related.

- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public related.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to Control Point Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to Control Point Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing related.

The Project study area has a dense street network ranging from major highways to local city streets. The roadways within the Project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, Temple Street, Banning Street, 1st Street Yard, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

1.3.1 BNSF Malabar Yard Project Study Area

The BNSF Malabar Yard is located on the Harbor Subdivision approximately 3 miles south of the LAUS Project study area in the City of Vernon, California. The BNSF Malabar Yard Project study area is depicted on Figure 1-2. It encompasses the extent of environmental study associated with potential direct, indirect, and cumulative effects from implementation of the off-site improvements proposed in the vicinity of the BNSF Malabar Yard. The BNSF Malabar Yard Project study area is primarily industrial. Existing businesses in the area include warehouses, wholesale and distribution services, and other commercial enterprises. Roadways in the vicinity of the proposed off-site improvements include Pacific Boulevard, Seville Avenue, 46th Street, and 49th Street in the City of Vernon, California.

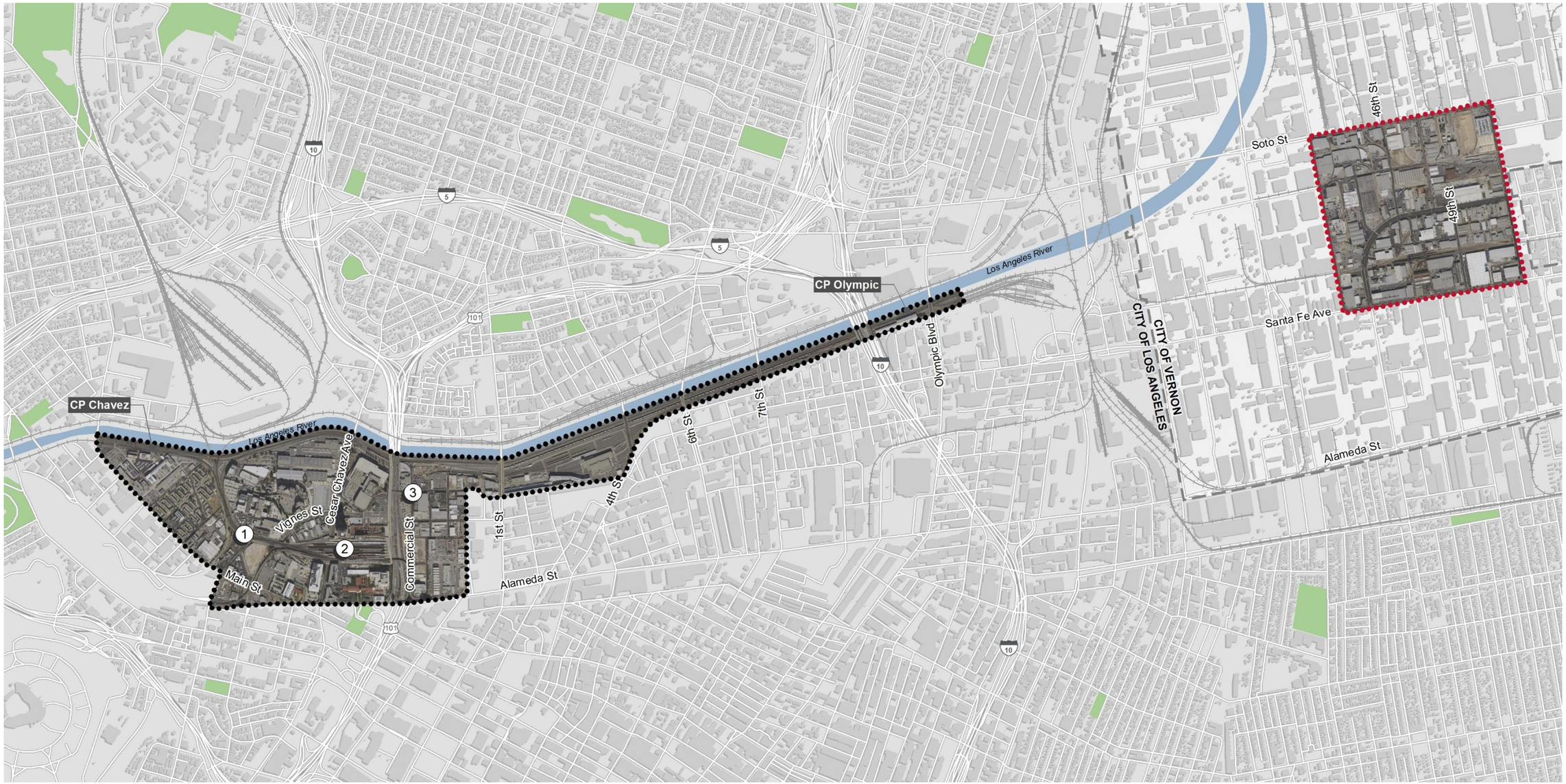
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Figure 1-1. Project Location and Regional Vicinity



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Figure 1-2. Project Study Area



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1.4 Project Alternatives

The EIS includes an evaluation of the No Action Alternative and two build alternatives associated with the proposed action. Both build alternatives would include, but not be limited to, new lead tracks north of LAUS (Segment 1: Throat Segment), an elevated throat and rail yard with concourse-related improvements at LAUS (Segment 2: Concourse Segment), and up to 10 run-through tracks south of LAUS (Segment 3: Run-Through Segment).

Both build alternatives would also include off-site improvements to Malabar Yard in the City of Vernon; however, the off-site improvements are evaluated independent of the infrastructure improvements in the vicinity of LAUS. A full evaluation of the proposed action, including the combined effects resulting from implementation of on- and off-site improvements, is provided in the EIS.

1.4.1 No Action Alternative

NEPA (40 CFR 1502.14(d)) requires federal agencies to include an analysis of "the alternative of no action." For NEPA purposes, the No Action Alternative is the baseline against which the effects of implementing the proposed action and other alternatives are evaluated against to determine the extent of environmental and community effects.

The No Action Alternative represents the future conditions that would occur if the proposed infrastructure improvements and the operational capacity enhancements at LAUS were not implemented, and reflects the foreseeable effects of growth planned for the area in conjunction with other existing, planned, and reasonably foreseeable projects and infrastructure improvements in the Los Angeles area.

Conditions in the Project study area would remain similar to the existing condition, as described below:

- **Segment 1: Throat Segment** – Trains would continue to operate on five lead tracks that do not currently accommodate the planned HSR system. The tracks north of LAUS would remain at the current elevation, and the Vignes Street Bridge and Cesar Chavez Avenue Bridge would remain in place. The City of Los Angeles may implement a quiet zone at Main Street, subject to California Public Utilities Commission approval.
- **Segment 2: Concourse Segment** – LAUS would not be transformed from a stub-end tracks station into a run-through tracks station, and the 28-foot-wide pedestrian passageway would be retained in its current configuration. No modifications to the existing passenger circulation routes or addition of vertical circulation elements (escalators and elevators) at LAUS would occur.
- **Segment 3: Run-Through Segment** – Commercial Street would remain in its existing configuration, and implementation of active transportation improvements would likely be implemented along Center Street in concert with the *Connect US Action Plan* (Metro 2015). No modifications to the BNSF West Bank Yard would occur.

1.4.2 Build Alternative 1

The key components associated with Build Alternative 1 are summarized north to south below:

- **Throat and elevated rail yard** – Build Alternative 1 includes subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. Build Alternative 1 includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and new operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard with associated vertical circulation elements (stairs, escalators, and elevators). Platform 1 serving the Gold Line would be lengthened and elevated to optimize east-to-west passenger circulation. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of Control Point Chavez on the west bank of the Los Angeles River, Build Alternative 1 also includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Expanded passageway** – Build Alternative 1 includes expanding the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment) to a 140-foot width to accommodate a substantial increase in passenger capacity with enhanced passenger amenities while providing points of safety to meet applicable California Building Code and National Fire Protection Association 130 requirements for safe evacuation. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation below the rail yard and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height. Individual canopies that would extend up to 25 feet over each platform (Rail Yard Canopy Design Option A) or a grand canopy that would extend up to 75 feet in height over the rail yard (Rail Yard Canopy Design Option B) would also be constructed. The expanded passageway and associated concourse improvements would be functionally modern, with enhanced safety elements, improved Americans with Disabilities Act accessibility, and new passenger amenities.
- **Run-through tracks** – Build Alternative 1 includes up to 10 new run-through tracks (without a loop track) south of LAUS in Segment 3 of the Project study area (run-through segment) that would be constructed on common structures and embankments wide enough to support regional/intercity rail trains and future HSR trains.

Build Alternative 1 would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control, and communications; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to the Amtrak lead track; permanent removal of freight storage tracks at the BNSF West Bank Yard (1st Street Yard); addition of access roadways to the railroad right-of-way (ROW); addition of ROW; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

1.4.3 Build Alternative 2

The primary differences between Build Alternative 1 and Build Alternative 2 are related to the lead tracks north of LAUS, the width of the passenger concourse below the rail yard, and the run-through track alignment south of LAUS that includes a loop track. Compared with Build Alternative 1, Build Alternative 2 includes the following components:

- **Dedicated lead tracks north of LAUS** – Build Alternative 2 accommodates future HSR trains on dedicated lead tracks in the throat segment. Build Alternative 2 includes reconstruction of the throat with two new lead tracks outside of the existing railroad ROW, facilitating a dedicated track alignment with a total of seven lead tracks. Future HSR trains and some express/intercity trains would use the two western dedicated lead tracks, and most regional/intercity trains would use the five eastern lead tracks. Reconfiguration of Bolero Lane and Leroy Street would also be required.
- **At-grade passenger concourse** – Build Alternative 2 includes an at-grade passenger concourse below an elevated rail yard that would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The at-grade passenger concourse would be 300 feet wide under the rail yard, which is double the width of the expanded passageway associated with Build Alternative 1.
- **Loop track** – Build Alternative 2 includes a loop track south of LAUS to allow for the circular routing of trains around LAUS and an additional route for southbound trains to loop through LAUS and travel northbound toward Antelope Valley, Ventura County, or Southern California Regional Rail Authority's Central Maintenance Facility. The loop track provides operational benefits, including increased station capacity and greater operational flexibility. To meet Metrolink's curvature requirements for a loop track, the run-through track alignment would be located where Commercial Street currently exists, thereby requiring the lowering of Center Street, realignment of Commercial Street, and closure of Vignes Street south of US-101. East of Center Street, the run-through tracks would be supported by separate regional/intercity rail and HSR viaduct structures and embankments.

All other infrastructure elements, including the permanent removal of freight storage tracks at the BNSF West Bank Yard are similar to Build Alternative 1.

1.4.4 Rail Yard Canopy Design Options

Two design options for canopies over the elevated platforms in the rail yard are proposed. Each of the rail yard canopy design options would be constructed in conjunction with other concourse-related improvements.

- **Rail Yard Canopy Design Option A (individual canopies)** – This design option would include replacing the existing historic butterfly canopies with individual canopies above each platform. New individual canopies would extend up to 25 feet above each platform and be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms.
- **Rail Yard Canopy Design Option B (grand canopy)** – This design option would include replacing the existing historic butterfly canopies with a large grand canopy that would extend up to 75 feet above the elevated rail yard platforms.

1.5 Implementation Approach

Based on coordination with funding partners and transportation providers, Metro was able to secure $950 million to implement the first of two phases of the proposed action. To align the environmental evaluation with these phases, a two-part Project implementation approach was developed that coincides with anticipated funding timeframes for construction of early action/interim improvements in 2026 (interim condition) and all remaining Project components by 2031 (full build-out condition). Implementation of the planned HSR system could occur as early as 2033, and this scenario is evaluated in the EIS as the full build-out with HSR condition.

The infrastructure improvements that correspond to each of the phases are described below:

- Interim condition – The proposed improvements for construction in the interim condition are primarily associated with run-through track infrastructure south of LAUS and the associated signal modifications, property acquisitions, and civil/structural improvements to facilitate new run-through service south of LAUS. The interim condition does not include new lead tracks, the elevated rail yard, or new concourse-related improvements.
- Full build-out condition – The proposed improvements for construction in the full build-out condition include new lead tracks, the elevated throat and rail yard, and new concourse-related improvements.
- Full build-out with HSR condition – The Authority is responsible for construction and operation of the planned HSR system, including the electrification of HSR trains within the Project study area. Operation of HSR trains would occur on the lead tracks, rail yard tracks and platforms, and common run-through track infrastructure constructed in prior phases by Metro.

1.6 Additional Components

SHPO concurred with the findings of the previous Link US cultural resource investigations on September 27, 2018 (Appendix B). In the time since SHPO concurrence, changes were made to the design of the proposed action to accommodate additional components in three different areas. These include a new quiet zone at the North Main Street Bridge, the permanent conversion of storage tracks at the BNSF Railway West Bank Yard, and associated off-site improvements at the BNSF Malabar Yard in the City of Vernon. Figure 1-3 depicts the Link US Project footprint and the location of additional Project components.

1.6.1 North Main Street Bridge

The North Main Street Bridge (Bridge #53C 1010) crosses the Los Angeles River between Wilhardt Street on the west and Albion Street on the east. The northbound lead tracks cross Main Street at grade on the west bank of the Los Angeles River, directly west of the North Main Street Bridge. Work related to the North Main Street Bridge includes new safety improvements that would support the City of Los Angeles' implementation of a quiet zone. Proposed work on the North Main Street Bridge includes the following elements:

- New sidewalks for Americans with Disabilities Act access
- New wire mesh fencing for safety and security purposes
- Modification of northwest and southwest wingwalls of the bridge to accommodate new sidewalks
- Modification of roadway to include addition of an 8-inch-high median and restriping of the roadway to accommodate the new median

Work nearby, but not on the North Main Street Bridge, includes railroad gate and traffic signal improvements. Figure 1-4 depicts the Project footprint and infrastructure improvements proposed at the North Main Street Bridge.

1.6.2 BNSF West Bank Yard

The BNSF West Bank Yard is located adjacent to the main line tracks along the west bank of the Los Angeles River, south of US-101, in Downtown Los Angeles. Construction of the following infrastructure improvements to facilitate run-through service on common infrastructure during Phase A would result in the permanent removal of approximately 5,565 track feet of storage track capacity, thereby requiring corresponding off-street improvements in the City of Vernon (Section 1.6.3):

- **Widened Amtrak bridge (design modification)** – The Amtrak lead track bridge would be constructed wide enough to support both regional/intercity rail tracks and future HSR tracks.

- **Widened track embankment (design modification)** – The embankment south of the Amtrak lead track bridge would be constructed wide enough to support both regional/intercity rail tracks and future HSR tracks.
- **New ladder track (design addition)** – A new ladder track is proposed from the Amtrak lead track south of 1st Street.
- **Main line connection south of 1st Street Roadway Bridge (design modification)** – The future HSR tracks would tie into the main line approximately 1,000 feet south of 1st Street.

Approximately 24,580 feet of existing track at the BNSF West Bank Yard would be preserved. In the interim condition, track and ROW either currently used or planned for future use by BNSF for train storage and intermodal operations would have to be modified and leased for primary use regional/intercity train operators, thereby resulting in partial relocation of the BNSF West Bank Yard. Figure 1-5 depicts the Project footprint and infrastructure improvements proposed at the BNSF West Bank Yard.

1.6.3 BNSF Malabar Yard Off-site Improvements (City of Vernon)

The BNSF Malabar Yard off-site improvements are located primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, in the City of Vernon, California. Further improvements are needed to the Los Angeles Junction area, located between the existing Malabar Yard and Soto Street to the west and east, and bounded by Leonis Boulevard and 45th Street to the south and north. To offset the loss of storage capacity at the BNSF West Bank Yard, the proposed off-site improvements at the BNSF Malabar Yard consist of the following:

49th Street At-Grade Street Closure

- Permanent closure of the 49th Street at-grade rail crossing through the existing seven tracks at the BNSF Malabar Yard, between Santa Fe Avenue and Hampton Street
- Construction of an offset cul-de-sac on 49th Street immediately west of the existing tracks
- Construction of removable bollards with two location options either blocking 49th Street at Hampton Street or bollards placed directly east of the tracks
- Replacement of a 120-foot section of track at Malabar Yard (where 49th Street currently exists)

Los Angeles Junction Connection

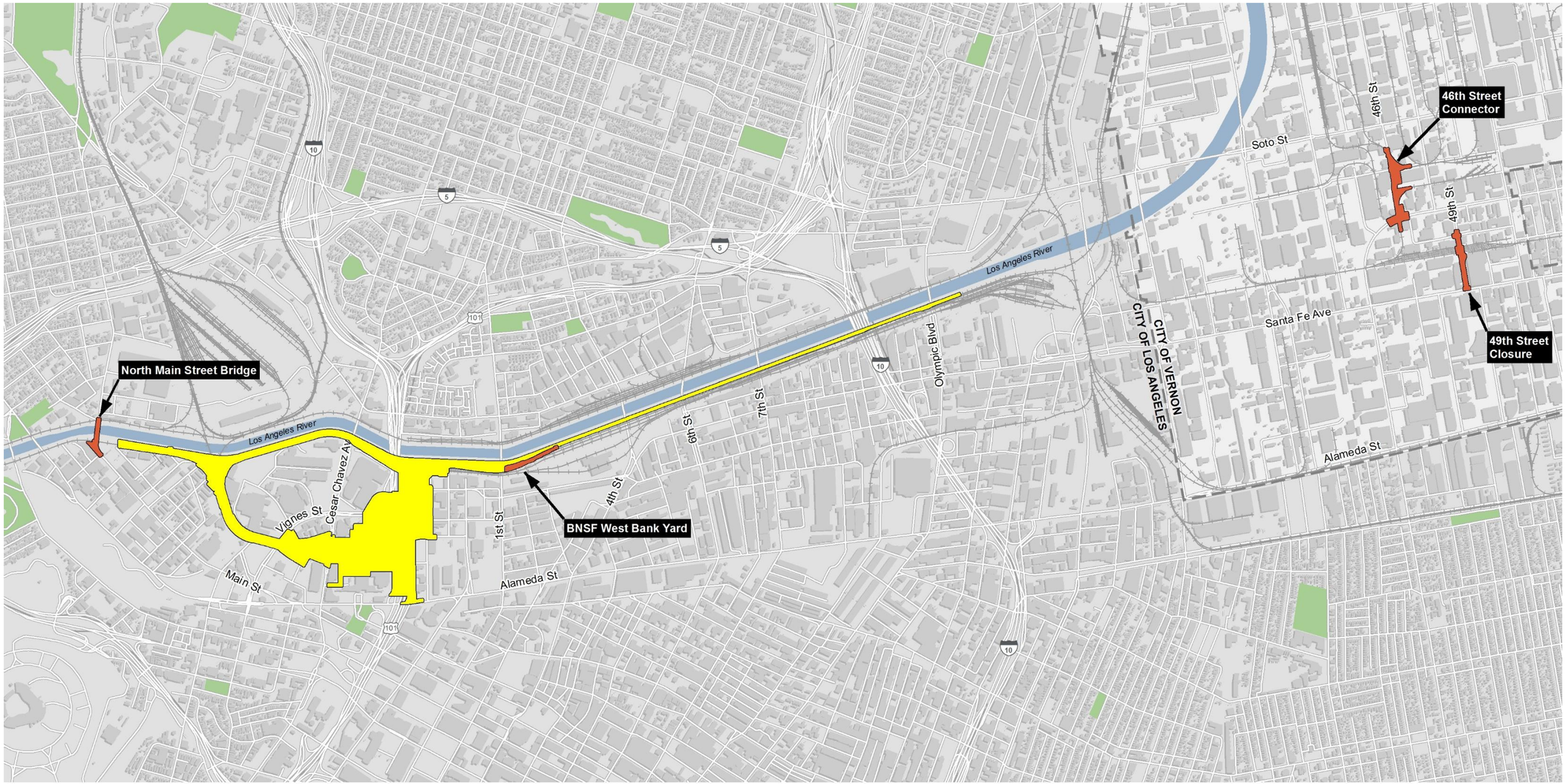
- Construction of 1,000 feet of new track between Pacific Avenue and the intersection of Seville Avenue and 46th Street to connect the BNSF Malabar Yard to the Los Angeles Junction industry tracks
- Enhancement to three existing at-grade railroad crossings (Pacific Boulevard, 46th Street, and Seville Avenue)

- Construction of a new at-grade railroad crossing at Seville Avenue near the intersection of Seville Avenue and 46th Street
- Business ingress/egress modifications
- Realignment of spur track

Figure 1-6 depicts the Project footprint and associated off-site improvements proposed at the BNSF Malabar Yard.

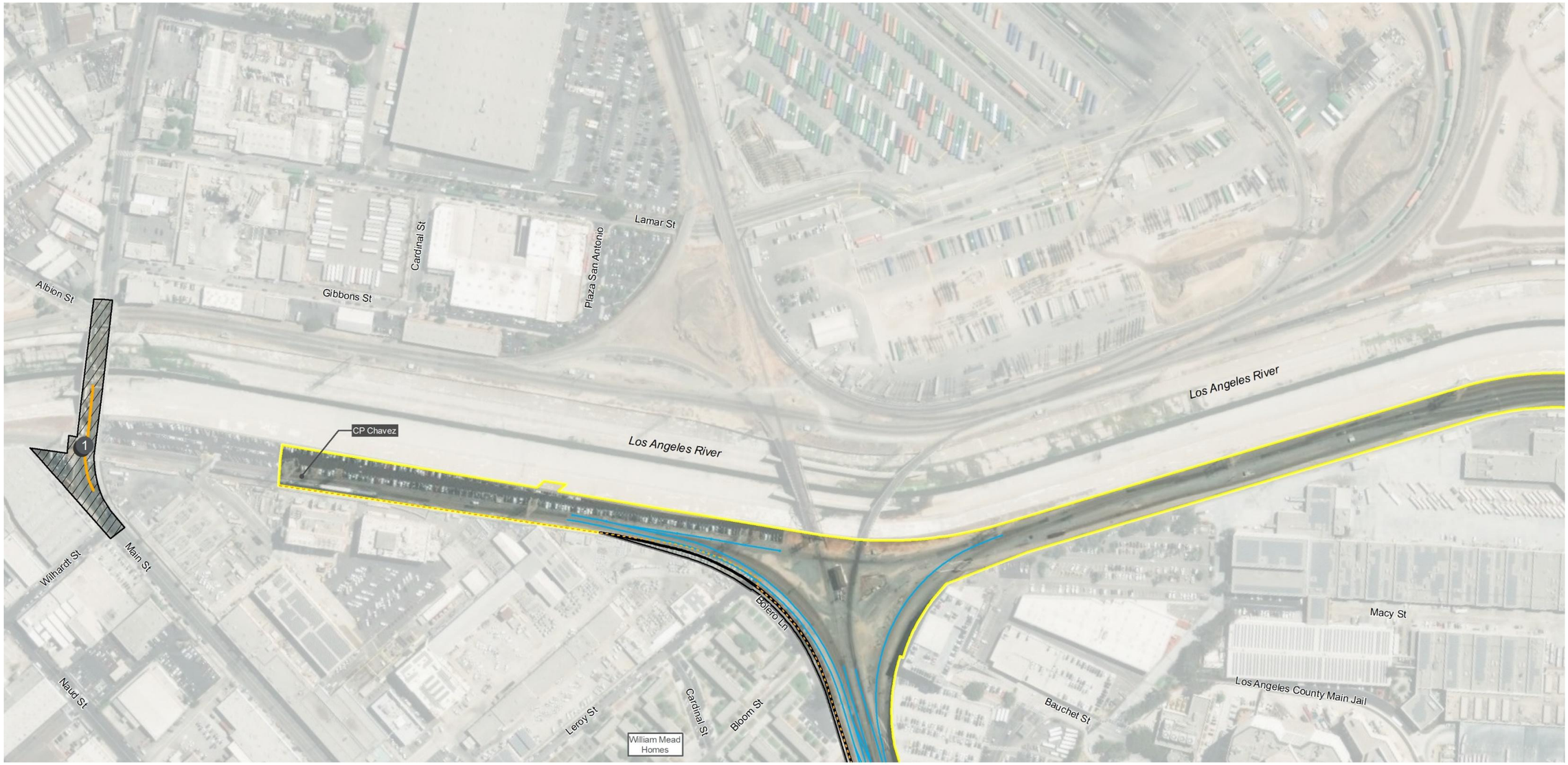
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Figure 1-3. Project Footprint and Location of Additional Project Components



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Figure 1-4. North Main Street Bridge Project Footprint and Infrastructure Improvements



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Figure 1-5. BNSF West Bank Yard Project Footprint and Infrastructure Improvements



Project Footprint and Infrastructure Improvements (HPSR, 2018)
- Permanent Impacts
- Regional/Intercity Rail Track
- Future High-Speed Rail Track (Full Build-Out with HSR Condition)
- Road Improvement
- Viaduct/Bridge
- Run-Through Track Embankment

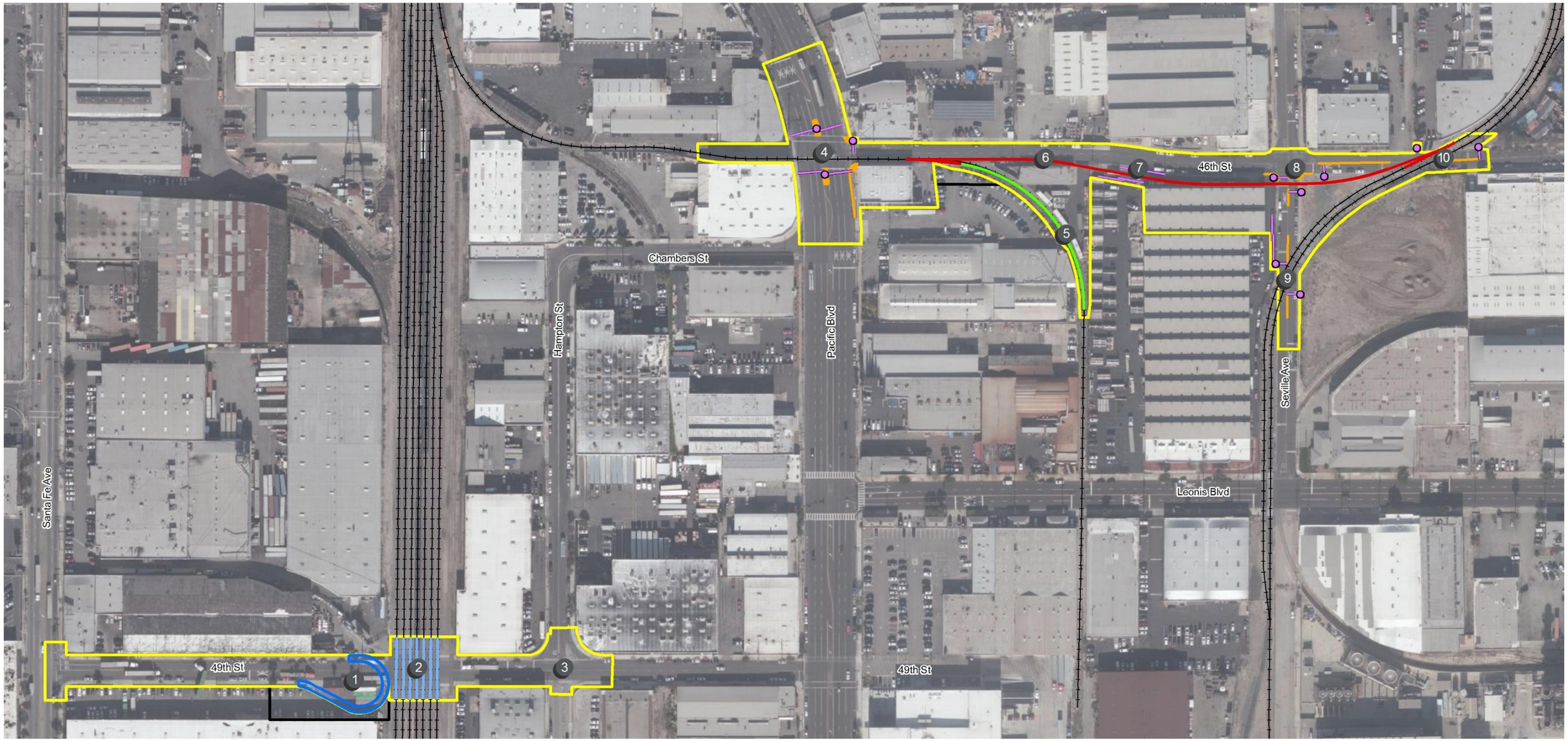
Additional Project Footprint and Infrastructure Improvements
- Additional Project Footprint
- Widening of Rail Bridge over Amtrak Lead
- Additional Track Embankment
- Future High-Speed Rail Track Extension (Full Build-Out with HSR Condition)
- New Ladder Track

1. Widening of Rail Bridge over Amtrak Lead
2. Additional Track Embankment
3. Construct New Ladder Track to BNSF Storage Tracks off Amtrak Lead
4. Extension of HSR Main Line Connection

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Figure 1-6. BNSF Malabar Yard Project Footprint and Off-site Improvements



LEGEND

- Permanent Impacts
- Temporary Impacts
- Proposed New Track
- Realigned Spur Track
- Track Replacement (no new tracks)
- Existing Track
- Proposed Cul-de-sac
- Proposed Traffic/RR Gate
- Flasher

1. New Offset Cul-de-sac
2. Track Replacement
3. Full Street Closure at Hampton St. Proposed Removable Bollards, Removal of On Street Parking
4. Existing At-Grade Crossing Enhancement - Pacific Blvd.
   - New Traffic/RR Signals, Flashers and Gates
   - New Medians/Curbline and Roadway Reconfiguration
   - Removal of On Street Parking at Intersection
5. Realigned Spur Track
6. New LAJ Connector Track along 46th St.
7. New At-Grade Crossing, with Automatic Sliding Gates, for Business Egress
8. New At-Grade Crossing - Seville St.
   - New Traffic/RR Signals, Flashers and Gates
   - New Medians/Curbline and Roadway Reconfiguration
9. Existing At-Grade Crossing Enhancement - Seville St.
   - New RR Signals, Flashers and Gates
   - New Medians/Roadway Reconfiguration
   - New Business Egress (Driveway) with Automatic Sliding Gates
10. Existing At-Grade Crossing Enhancement - 46th St.
    - New RR Signals, Flashers and Gates
    - New Medians\Roadway Reconfiguration

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2.0 Area of Potential Effects

The Link US APE is located in a dense urban setting northeast of Downtown Los Angeles that includes LAUS buildings and the associated ROW that contains the rail yard, tracks, and undercrossings (see supplemental APE map in Appendix A). Along the east side of the APE in the existing ROW are railroad tracks and several bridges that cross the Los Angeles River, from Main Street in the north to Olympic Boulevard in the south. The Link US APE accommodates the physical footprint of the planned HSR system within the limits of the proposed action.

2.1 Area of Physical Impacts

The API is used for the identification, evaluation, and assessment of effects for archaeological resources. It includes any ground area that would potentially be physically affected by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. Additional properties that may be physically affected as a result of the proposed action (e.g., due to the potential alteration of bridges and highways) are also included.

2.2 Area of Potential Effects

The APE is used for the identification, evaluation, and assessment of effects for built environment resources. It includes the parcels encompassed by the API. If any portion of a parcel is included in the API, the entire parcel is included within the APE. Additionally, the APE includes any adjacent parcels containing resources sensitive to potential visual or noise and vibration effects.

2.3 Supplemental Area of Potential Effects

In the time since SHPO concurred with the findings of previous Link US cultural resource investigations, changes were made to the design of the proposed action to accommodate three new areas, as discussed above. As a result, the Link US APE was expanded to include approximately 1.3 acre in the vicinity of the North Main Street Bridge, 1.1 acre in the vicinity of the BNSF West Bank Yard, and 6.9 acres in the vicinity of the BNSF Malabar Yard. The supplemental APE encompasses the supplemental API, which includes new areas of proposed ground disturbance and other potential physical impacts in the three areas discussed above. The projected maximum vertical extent of disturbance associated with construction in the supplemental API is 10 feet. Work proposed in the BNSF West Bank Yard is very similar to work previously proposed in the area; therefore, no new cultural resource inventory of the BNSF West Bank Yard is required. The supplemental APE is documented in detail in the APE map set in Appendix A.

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3.0 Methods

3.1 Consultation

FRA, the previous federal lead agency for Link US, undertook consultation related to the identification of historic properties in the Link US APE with the NAHC, Native American tribes, groups, and individuals, and other interested parties, in compliance with Section 106 of the NHPA. The results of this consultation are documented in the Link US *Historic Property Survey Report* (Metro 2018a), *Archaeological Survey Report* (Metro 2018b), and *Historical Resources Evaluation Report* (Metro 2018c). SHPO concurred with the findings of the previous Link US cultural resource investigations on September 27, 2018 (Appendix B).

With the assignment of the FRA's environmental responsibilities under NEPA to the Authority, Section 106 consultation for the Project is now continued by the Authority. Section 106 consultation is ongoing with two Native American tribes and eight other consulting parties. The Authority has notified consulting parties of the federal lead agency change from FRA to the Authority (Appendix C).

The Authority has met with consulting parties to discuss changes to the proposed action and modifications to the Link US APE detailed in this report. During these meetings, the Authority also requested information concerning the identification of historic properties in the supplemental APE. No new information regarding cultural resources in the supplemental APE was received. The outcomes of meetings with consulting parties are reported in Table 3-1.

Table 3-1. Section 106 Consultation on the Identification of Historic Properties in the Supplemental Area of Potential Effects

Consulting Party	Meeting Outcome
Gabrieleño Band of Mission Indians – Kizh Nation	The Gabrieleño Band of Mission Indians – Kizh Nation was provided with information on the location of additional components and cultural resource identification efforts to date, including an assessment of the archaeological sensitivity of the supplemental API. The Gabrieleño Band of Mission Indians – Kizh Nation agreed with the results of the cultural resource identification efforts and sensitivity assessment and provided contextual information about Native American settlements in the vicinity of Vernon.
Gabrielino/Tongva Nation	The Gabrielino/Tongva Nation stated it did not require information on the location of additional components and cultural resource identification efforts to date, and had no information about cultural resources in the supplemental APE.
California Department of Transportation	As a cooperating agency, the California Department of Transportation reviewed the Link US *Draft Supplemental Cultural Resource Report* in February 2020 and an updated report on November 9, 2020. The California Department of Transportation noted it has no comments on the report since the new areas added to the APE are outside of the California Department of Transportation's ROW.

Table 3-1. Section 106 Consultation on the Identification of Historic Properties in the Supplemental Area of Potential Effects

Consulting Party	Meeting Outcome
City of Los Angeles Office of Historic Resources	A consultation meeting was held on February 25, 2020. The City of Los Angeles Office of Historic Resources had no comments or concerns.
Housing Authority of the City of Los Angeles	The Housing Authority of the City of Los Angeles was provided with information on the location of additional components and cultural resource identification efforts to date. It was given the opportunity to meet but declined.
Los Angeles Conservancy	The Los Angeles Conservancy was provided with information on the location of additional components and cultural resource identification efforts to date. It was given the opportunity to meet but declined.
Los Angeles River Artist and Business Association	The Los Angeles River Artist and Business Association was provided with information on the location of additional components and cultural resource identification efforts to date. It had no comments or concerns.
LAUS Historical Society	A consultation meeting was held on February 3, 2020. The LAUS Historical Society had no comments or concerns related to the supplemental identification efforts.
Train Riders Association of California	A consultation meeting was held on January 21, 2020. The Train Riders Association had no comments or concerns related to the supplemental identification efforts.
City of Vernon	The City of Vernon expressed interest in being a consulting party at a meeting on April 22, 2020. A request for further information about historic properties within the supplemental APE was sent to the City of Vernon via email on July 22, 2020. On July 22, 2020, the City of Vernon stated in an email that it had no input on the identification of historic properties within the City of Vernon.

Notes:
APE=area of potential effects; API=area of physical impacts; LAUS=Los Angeles Union Station; Link US=Link Union Station; ROW=right=of-way

3.2 Supplemental California Historical Resources Information System Record Search

On February 6, 2019, HDR conducted a supplemental record search at the South Central Coastal Information Center. The record search included the supplemental APE for the North Main Street Bridge along with a 0.25-mile buffer around it. The review included previously documented resources and listings on the NRHP, California Register of Historical Resources (CRHR), California Historical Landmarks, California Points of Historical Interest, and historic General Land Office maps.

3.3 Supplemental Sacred Lands File Search

On December 10, 2019, a supplemental Sacred Lands File search was requested from the NAHC for the area where off-site improvements are proposed in the City of Vernon. The request also included an updated tribal contact list.

3.4 Previous Investigations in the Supplemental Area of Potential Effects

In addition to the record search and Sacred Lands File search, information regarding historic properties in the supplemental APE for the North Main Street Bridge was obtained from previous investigations undertaken for the Burbank to Los Angeles Project Section of the California HSR System (Authority 2017a, 2019a). These investigations overlap with the supplemental APE for the North Main Street Bridge in its entirety.

Information regarding the supplemental APE for the BNSF Malabar Yard was obtained from investigations undertaken for the Los Angeles to Anaheim Project Section of the California HSR System (Authority 2017b, 2019b). These investigations overlap significantly, but not entirely, with the supplemental APE for the BNSF Malabar Yard.

All identification and evaluation efforts carried out as part of the above-mentioned previous investigations have received SHPO concurrence.

3.5 Field Surveys in the Supplemental Area of Potential Effects

3.5.1 Built Environment Resources

Field surveys of all developed properties with buildings or structures within the supplemental APE for BNSF Malabar Yard area were undertaken between December 2019 and January 2020 by ICF. Daniel Paul, architectural historian, acted as principal investigator for this Project. Katrina Castañeda, who has the necessary education in architectural history but is still working toward the necessary years of experience required under 36 CFR Part 61, conducted fieldwork that confirmed current conditions and determinations for previously documented properties and also undertook the research and survey on two additional properties within the BNSF Malabar Yard supplemental APE. Castañeda prepared the California Department of Parks and Recreation 523 series forms for updated and newly recorded resources. Her work was assigned and reviewed by Paul, who meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) in architectural history.

All parcels were observed from the public ROW, and digital photographs were taken of all buildings and structures that were visible on each property.

3.5.2 Archaeological Resources

A geoarchaeological study was conducted for the California HSR System – Los Angeles to Anaheim Project Section *Archaeological Survey Report* (Authority 2017b) to assess the Project's potential for encountering undocumented prehistoric archaeological sites based on physical environmental attributes. This study covers the majority of the BNSF Malabar Yard supplemental API and is the basis for the sensitivity of this area for buried archaeological resources.

3.6 Metro Union Station/Patsaouras Plaza El Monte Busway Station Project Investigation

Information on archaeological site CA-LAN-1575/H was obtained from the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project. Although the reporting is still underway, all fieldwork is complete. The Metro Union Station/Patsaouras Plaza El Monte Busway Station Project encompassed areas within or immediately adjacent to the Link US APE. Although documentation regarding the exact nature and spatial location of these resources is pending, these recent finds confirm the high sensitivity of the API for buried archaeological resources, as was noted in the Link US *Archaeological Survey Report* (Metro 2018b).

4.0 Results

The supplemental record search indicated that 100 percent of the North Main Street Bridge supplemental APE has been investigated by 5 previous cultural resource studies (Table 4-1). Previous investigations undertaken by LSA Associates (Authority 2017a) and GPA Consulting (Authority 2019a) also cover this portion of the supplemental APE. There are no previously documented archaeological resources within the 0.25-mile record search radius. One built environment resource previously determined eligible for listing in the NRHP, the North Main Street Bridge (Bridge #53C 1010), was previously recorded within the supplemental APE.

Table 4-1. Previous Studies in the North Main Street Bridge Supplemental Area of Potential Effects

Report Number	Year	Author	Title	Affiliation
LA-04043	1990	Meyer, Dorothy L. and Alma M. Carlisle	*Seismic Strengthening of Existing Bridges - Group J: North Main Street Bridge Over the Los Angeles River Bridge CA53C 1010*	City of Los Angeles
LA-04835	1999	Ashkar, Shahira	*Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties*	Jones & Stokes Associates
LA-07425	2004	McMorris, Christopher	*City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines*	JRP Historical Consulting
LA-08252	1986	Snyder, John W., Mike Sell, and Stephen Pierzinski	*Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch*	California Department of Transportation
LA-10863	2004	Feldman, Jessica B.	*Finding of Effect for the North Main Street Bridge Seismic Retrofit Project*	Myra L. Frank Associates/ Jones & Stokes Associates

Previous investigations undertaken by ICF (Authority 2017b, 2019b) cover the majority of the BNSF Malabar Yard supplemental APE and included identification and evaluation of a total of 16 built environment resources. These include 11 resources determined ineligible for listing in the NRHP and the CRHR, 4 resources exempt from evaluation, and 1 resource, the Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon), determined eligible for listing in the NRHP and CRHR. SHPO concurred with these determinations on May 17, 2019.

4.1 Properties Previously Determined Eligible for Listing in the National Register of Historic Places

4.1.1 North Main Street Bridge (Bridge #53C 1010)

The North Main Street Bridge (Bridge #53C 1010; Map Reference #15), which spans the Los Angeles River from Albion Street on the east to Wilhardt Street on the west, measuring 280 feet long and 70 feet wide, was constructed in 1910 and designed in the Beaux Arts architectural style. It was one of the first open-spandrel three-hinge reinforced concrete arch bridges constructed in the western United States. The period of significance is 1910, the year construction was completed. The bridge is not associated with a land parcel, so the resource boundaries are limited to the bridge itself. It was previously determined eligible for listing in the NRHP in 1986 under Criterion C (i.e., it embodies distinctive characteristics of a type, period, or method of construction) through a consensus determination process by the Federal Highway Administration and SHPO as a result of the California Department of Transportation Statewide Historic Bridge Inventory (Appendix D).

The bridge was declared Los Angeles Historic-Cultural Monument #901 on January 30, 2008. The bridge underwent a seismic retrofit that was completed in 2015 and, 1 year later, was resurveyed by GPA Consulting (Duane 2016). A California Department of Parks and Recreation 523 series form prepared by GPA Consulting (Appendix E) confirms the bridge's NRHP eligibility status and notes that nonoriginal elements, including railing and lampposts that detracted from the bridge's significance, were removed during the retrofit and restored with new features that align more with the original design of the bridge (Figure 4-1). The character-defining features of the bridge are its relationship with the Los Angeles River, its reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts design details. There has been no change in the integrity, significance, or architectural narrative since the resource was previously surveyed less than 5 years ago in 2016. Therefore, the previous eligibility determination remains unchanged.

Figure 4-1. North Main Street Bridge from the Western Limit of the Supplemental Area of Potential Effects, View East



4.1.2 Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon)

The Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon; Map Reference #16) is a single-story Late Moderne industrial property. The building is recorded as a significant example of its style and type that also retains excellent integrity (Roderick 2017). Character-defining features include a low-slung single-story horizontality, box-like plan of the works component with rhythmically spaced metal frame window bays and sawtooth roof, and an articulated office and reception component. The character-defining features of the Late Moderne style office and reception component include weighty, asymmetrical massing and an angular composition of solid rectilinear forms placed in balanced contrast; multimaterial cladding, such as smooth stucco and Roman brick; bezeled metal frame ribbon windows; original metal awnings; an emphasized entrance; and low, architecturally integrated Roman brick planters (Figure 4-2). A California Department of Parks and Recreation 523 series form documenting this resource and its evaluation was prepared by ICF (Roderick 2017) (Appendix F).

The property was determined eligible for listing in the NRHP at the local level, under Criterion C, as a significant and highly intact example of a light industrial property designed in the Late Moderne style. SHPO concurred with this determination in a letter dated May 17, 2019. The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by a consensus through Section 106 process; eligible for listing in the CRHR). The property served as the Solar Manufacturing Corporation's office and warehouse from its construction in 1954 until circa 1973, and its period of significance is 1954, its year of construction. The property's NRHP-eligible historic boundary is the parcel boundary, which includes the building and its adjacent landscape features, such as Roman brick planters, trucking dock, railroad siding dock, and original surface parking areas. There has been no change in the integrity, significance, or architectural narrative since the resource was previously surveyed less than 5 years ago in 2017. Therefore, the previous eligibility determination remains unchanged.

Figure 4-2. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon), View Northwest



4.2 Other Properties

All other resources in the Link US supplemental APE were determined not eligible for listing in the NRHP because they have not achieved significance within the past 50 years and do not have exceptional importance.

The following 11 resources in the BNSF Malabar Yard supplemental APE (listed in order of Appendix A map reference number) were determined ineligible for listing in the NRHP by the Authority as part of the Los Angeles to Anaheim Project Section of the California HSR System in 2018 (Authority 2019b). SHPO concurred with these determinations of ineligibility in a letter dated May 17, 2019. None of the properties are considered historical resources under the California Environmental Quality Act.

1. Malabar Yard Railroad Infrastructure, Vernon – Map Reference #17
2. 4848 Santa Fe Avenue, Vernon – Map Reference #18
3. 2516 49th Street, Vernon – Map Reference #19
4. 4811 Hampton Street, Vernon – Map Reference #20
5. 4585 Pacific Boulevard, Vernon – Map Reference #21
6. 4600 Pacific Boulevard, Vernon – Map Reference #22
7. 4580 Pacific Boulevard, Vernon – Map Reference #23
8. 4618 Pacific Boulevard, Vernon – Map Reference #24
9. 2665 Leonis Boulevard, Vernon – Map Reference #25
10. 4550 Seville Avenue, Vernon – Map Reference #26
11. 2727 46th Street, Vernon – Map Reference #27

As part of the current investigation, one of the existing ineligible resources was updated to include an additional resource component. The Malabar Yard Railroad infrastructure (Map Reference #17) was updated to also include a wigwag crossing signal located at the south shoulder of 49th Street, immediately west of Malabar Yard. It consists of a base, pole mast, cantilever, and bracket arm. Additional description and documentation is provided on California Department of Parks and Recreation 523 series forms (Appendix G). The Malabar Yard Railroad infrastructure was previously evaluated and determined ineligible for listing in the NRHP and the CRHR. SHPO concurred with this determination in a letter dated May 17, 2019. While the signal is considered relatively rare, its rarity does not bestow significance, nor does its presence render the Malabar Yard Railroad infrastructure more significant. Therefore, the wigwag signal is not eligible for the NRHP or CRHR under any criteria individually or as part of the Malabar Yard Railroad infrastructure, and it does not display significance under the NRHP or CRHR.

As a part of the current investigation, two additional properties were identified through research and survey within the BNSF Malabar Yard supplemental APE (listed in order of Appendix A map reference number):

1. 4535 Soto Street, Vernon – Map Reference #28
2. 4824 Santa Fe Avenue, Vernon – Map Reference #29

The two properties were identified and evaluated as a part of the current investigation. Additional documentation on these properties is provided on California Department of Parks and Recreation 523 series forms (Appendix H). Both properties are recommended ineligible for listing in the NRHP and CRHR.

The property at 4535 Soto Street is a 150- by 200-foot concrete and steel building constructed in a Late Moderne fashion. The building was built in 1948 and has housed the Fairbanks Morse Company (producer of gasoline engines and locomotives), the Kay Stone Furniture Manufacturing Company, and Kay's Candy Factory. The property was found not to meet any of the eligibility criteria under NRHP and CRHR. It was assigned a California Historical Resource status code of 6Z (found ineligible for NRHP, CRHR, or local designation through survey evaluation).

The property at 4824 Santa Fe Avenue is a one-story concrete warehouse building with a flat roof. The building covers most of the irregular-shaped parcel, which is located on a large industrial block characterized by industrial buildings with little interstitial space. The warehouse was constructed in 1965 and has housed a variety of plastics, paper, and curtain-wall manufacturing businesses. The property was found not to meet any of the eligibility criteria under NRHP and CRHR. It was assigned a California Historical Resource status code of 6Z (found ineligible for NRHP, CRHR, or local designation through survey evaluation).

4.3 Archaeological Resources and Sensitivity of the Supplemental Area of Physical Impacts

The supplemental California Historical Resources Information System record search conducted at the South Central Coastal Information Center failed to identify any previously recorded archaeological resources within a 0.25-mile radius of the North Main Street Bridge supplemental API. In a letter dated January 13, 2020, the NAHC stated that a Sacred Lands File search of the North Main Street Bridge supplemental API was conducted with negative results (Appendix I).

A geoarchaeological study was conducted for the California HSR System – Los Angeles to Anaheim Project Section *Archaeological Survey Report* (Authority 2017b) to assess the project's potential for encountering undocumented prehistoric archaeological sites based on physical environmental attributes. This study covers the majority of the BNSF Malabar Yard supplemental API. Even though the supplemental record search and Sacred Lands File search identified no archaeological resources or sacred lands, the results of this study indicate that the Link US supplemental API for the BNSF Malabar Yard has elevated potential to contain buried archaeological sites.

4.4 Additional Information on Archaeological Site CA-LAN-1575/H from the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project

Archaeological fieldwork within the boundary of archaeological site CA-LAN-1575/H was carried out between November 2018 and April 2019 by Applied Earthworks, Inc., and ICF in support of the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project. The Federal Transit Administration is the lead federal agency providing federal grant monies under Federal Transit Administration Sections 5037 and 5309 to Metro for the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project. Therefore, the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project constitutes an undertaking under 36 CFR Part 800.16(y), which requires compliance with Section 106 of the NHPA and its implementing regulations in 36 CFR Part 800. All construction activities linked to the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project are conducted utilizing a programmatic agreement among the Federal Transit Administration, the Advisory Council on Historic Preservation, and SHPO. Invited signatories for the programmatic agreement include Metro and the California Department of Transportation, and concurring parties include the Gabrieleño Band of Mission Indians – Kizh Nation, the Gabrieleno-Tongva San Gabriel Band of Mission Indians, and the Chinese Historical Society of Southern California.

A total of 29 archaeological features were identified during that time period through excavation and monitoring efforts. Those recorded features include the following items:

- Structural remains dating from the 1830s through the 1930s
- Historical-period refuse pits
- Industrial features (brick-and-mortar ovens)
- A water conveyance feature (*zanja*)
- Historical-period residential midden
- Native American human remains
- Historical-period human remains (medical specimens) associated with the Medical College and dating from the late 1800s

Although all fieldwork investigations for that project are complete, detailed analysis and reporting are still underway. The preliminary results of the investigation confirm the high sensitivity of the Link US API in the general vicinity of CA-LAN-1575/H. Furthermore, the boundary of CA-LAN-1575/H is likely to be revised based on the findings of the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project investigations.

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5.0 Conclusions

As a result of the Link US *Historic Property Survey Report* (Metro 2018a), *Archaeological Survey Report* (Metro 2018b), and *Historical Resources Evaluation Report* (Metro 2018c), 15 properties (14 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the Link US APE were determined to be either listed or eligible for listing in the NRHP.

Cultural resource investigations carried out in the Link US supplemental APE resulted in the identification of two additional properties that have been previously determined eligible for listing in the NRHP:

- North Main Street Bridge (Bridge #53C 1010)
- Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon)

Both eligibility determinations have received prior concurrence from SHPO. There has been no change in the integrity, significance, or architectural narrative since these resources were previously surveyed less than 5 years ago. Therefore, the previous eligibility determinations remain unchanged.

As a result of the current investigation, the number of historic properties listed or determined eligible for listing in the NRHP within the updated Link US APE has increased to 17 for the proposed action as a whole. These include archaeological site CA-LAN-1575/H and the following 16 built environment properties, listed in order of Appendix A map reference number (resources identified as a result of the current investigation are marked with an asterisk):

1. Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street, Los Angeles) – Map Reference #1
2. United States Post Office Los Angeles Terminal Annex (900 Alameda Street, Los Angeles) – Map Reference #2
3. Los Angeles Plaza Historic District – Map Reference #3
4. Los Angeles Department of Water and Power – Main Street Center (1630 Main Street, Los Angeles) – Map Reference #4
5. William Mead Homes (1300 Cardinal Street, Los Angeles) – Map Reference #5
6. Mission Tower (1436 Alhambra Avenue, Los Angeles) – Map Reference #6
7. Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge #53C 0130) – Map Reference #7
8. First Street Viaduct (Bridge #53C 1166) – Map Reference #8
9. Fourth Street Viaduct (Bridge #53C 0044) – Map Reference #9
10. Seventh Street Viaduct (Bridge #53C 1321) – Map Reference #10

11. Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge #56C 0163) – Map Reference #11
12. Vignes Street Undercrossing (Bridge #53C 1764) – Map Reference #12
13. Macy Street School (900 Avila Street, 505 Clara Street, Los Angeles) – Map Reference #13
14. Denny's Restaurant (530 Ramirez Street) – Map Reference #14
15. North Main Street Bridge (Bridge #53C 1010) – Map Reference #15*
16. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon) – Map Reference #16*

A previous geoarchaeological study conducted for the California HSR System – Los Angeles to Anaheim Project Section *Archaeological Survey Report* (Authority 2017b) and recent archaeological investigations undertaken in support of the Metro Union Station/Patsaouras Plaza El Monte Busway Station Project confirm that, as previously noted in the Link US *Archaeological Survey Report* (Metro 2018b), there is an extremely high potential to encounter buried archaeological features and human remains related to archaeological site CA-LAN-1575/H in the Link US API, including the Link US supplemental API, during Project construction.

6.0 References

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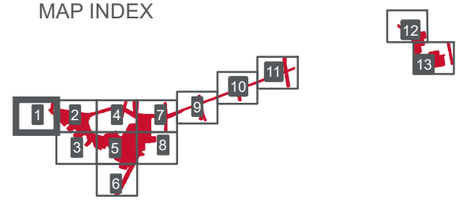
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Appendix A:
Supplemental Area of Potential Effects Map

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LEGEND

- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Proposed Track (Build Alternative 1)
- 15 North Main Street Bridge (Bridge # 53C 1010)

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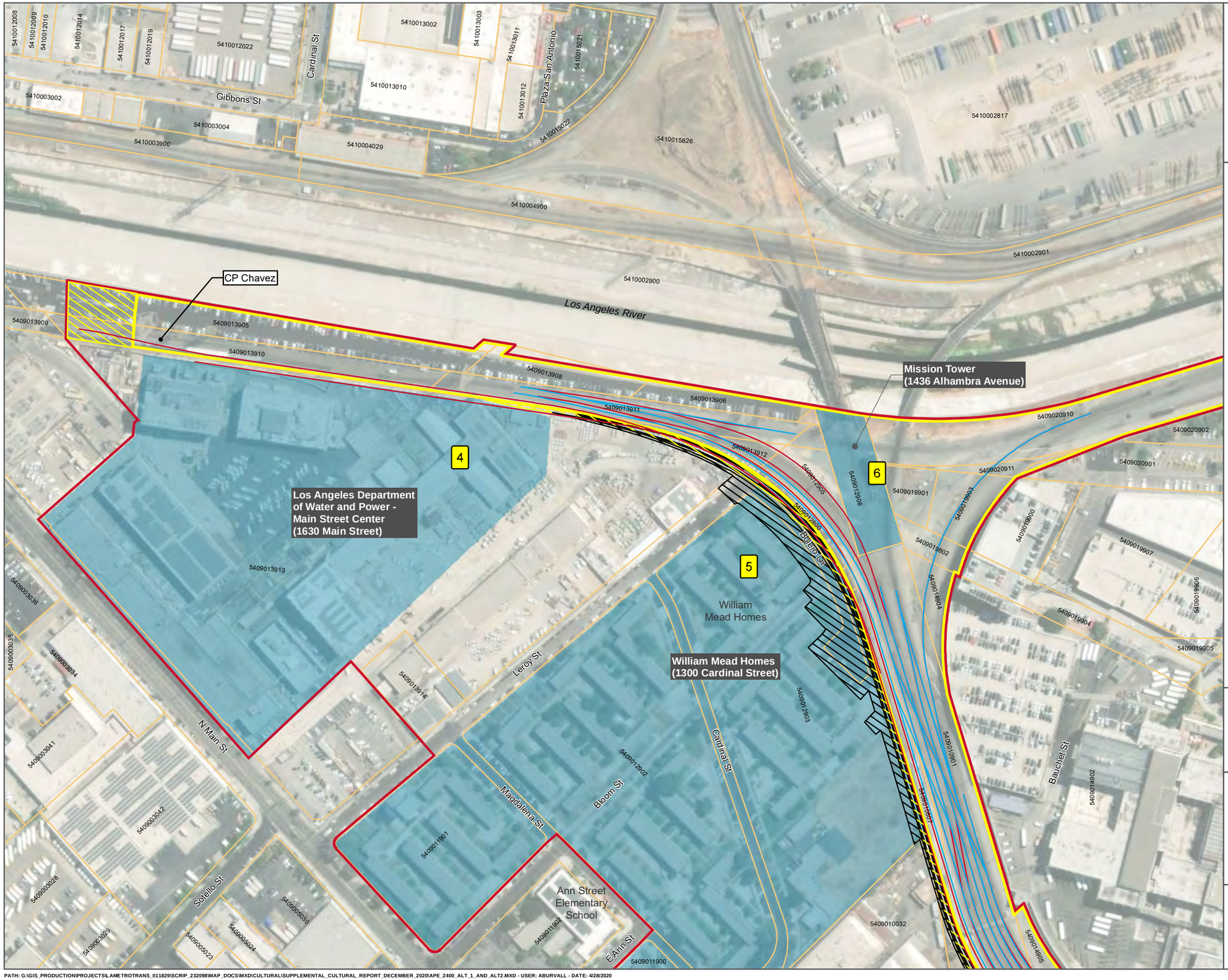
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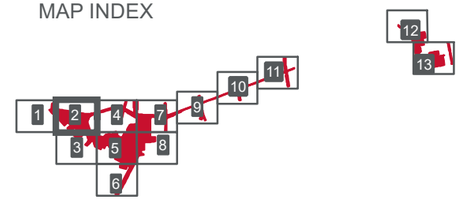
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- Additional Temporary Impacts (Build Alternative 2)
- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 4 Los Angeles Department of Water and Power - Main Street Center (1630 Main Street)
- 5 William Mead Homes (1300 Cardinal Street)
- 6 Mission Tower (1436 Alhambra Avenue)

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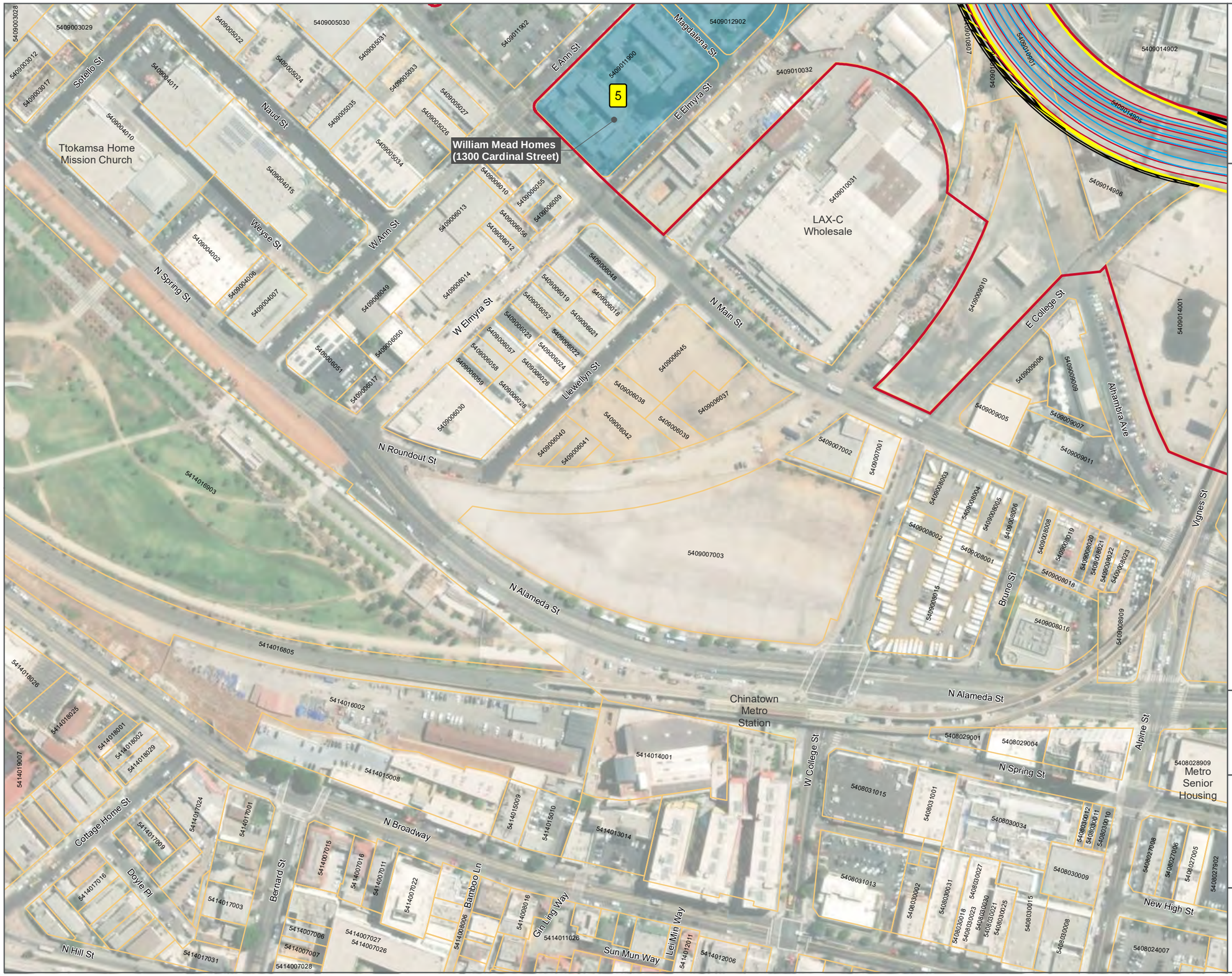
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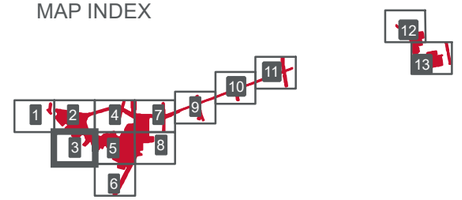
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- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 5 William Mead Homes (1300 Cardinal Street)

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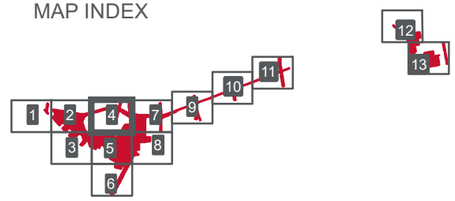
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- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 7 — Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge # 53C 0130)
- 14 — Denny's Restaurant (530 Ramirez Street)

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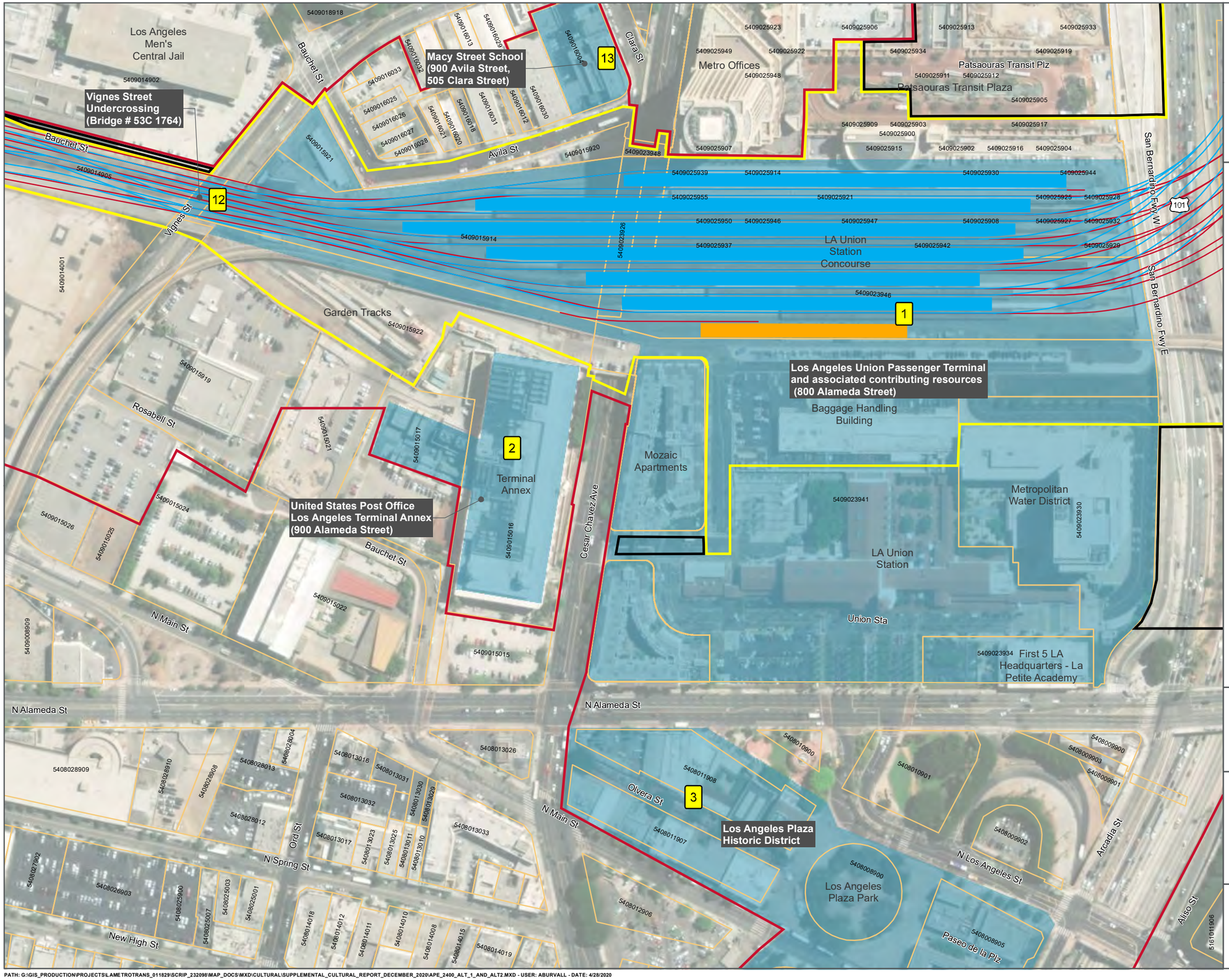
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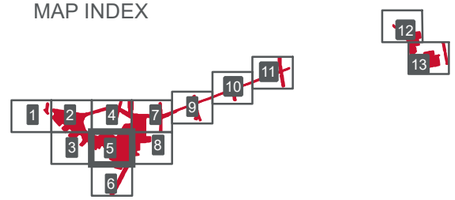
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- Gold Line Platform
- Regional/Intercity Rail Platform
- 1 Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street)
- 2 United States Post Office Los Angeles Terminal Annex (900 Alameda Street)
- 3 Los Angeles Plaza Historic District
- 12 Vignes Street Undercrossing (Bridge # 53C 1764)
- 13 Macy Street School (900 Avila Street, 505 Clara Street)

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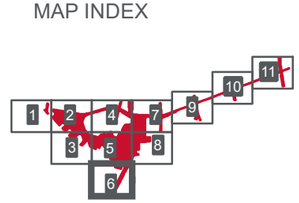
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- Parcels (Tax Roll 2015)
- Proposed Track (Build Alternative 1)
- 3 Los Angeles Plaza Historic District

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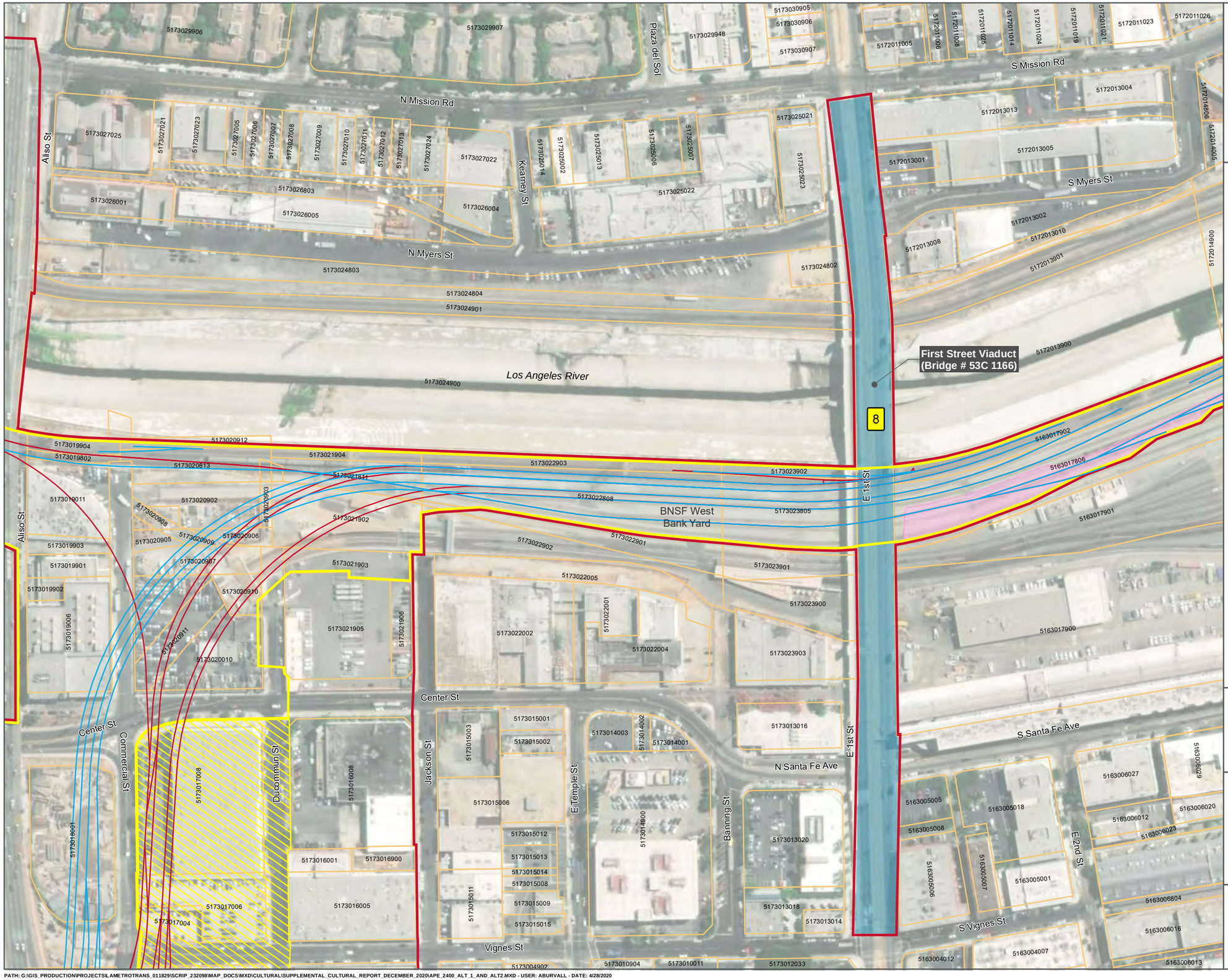
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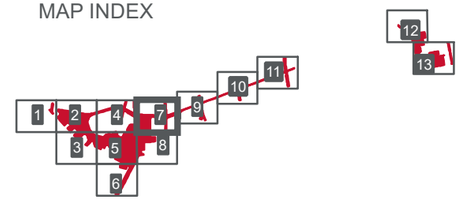
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- Additional Track (Build Alternative 2)
- 8 First Street Viaduct (Bridge # 53C 1166)

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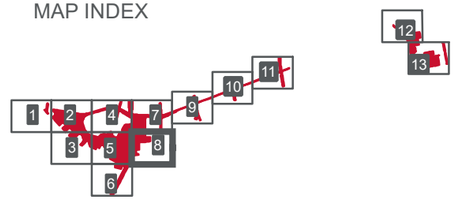
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- Additional Area of Physical Impacts (Build Alternative 2)
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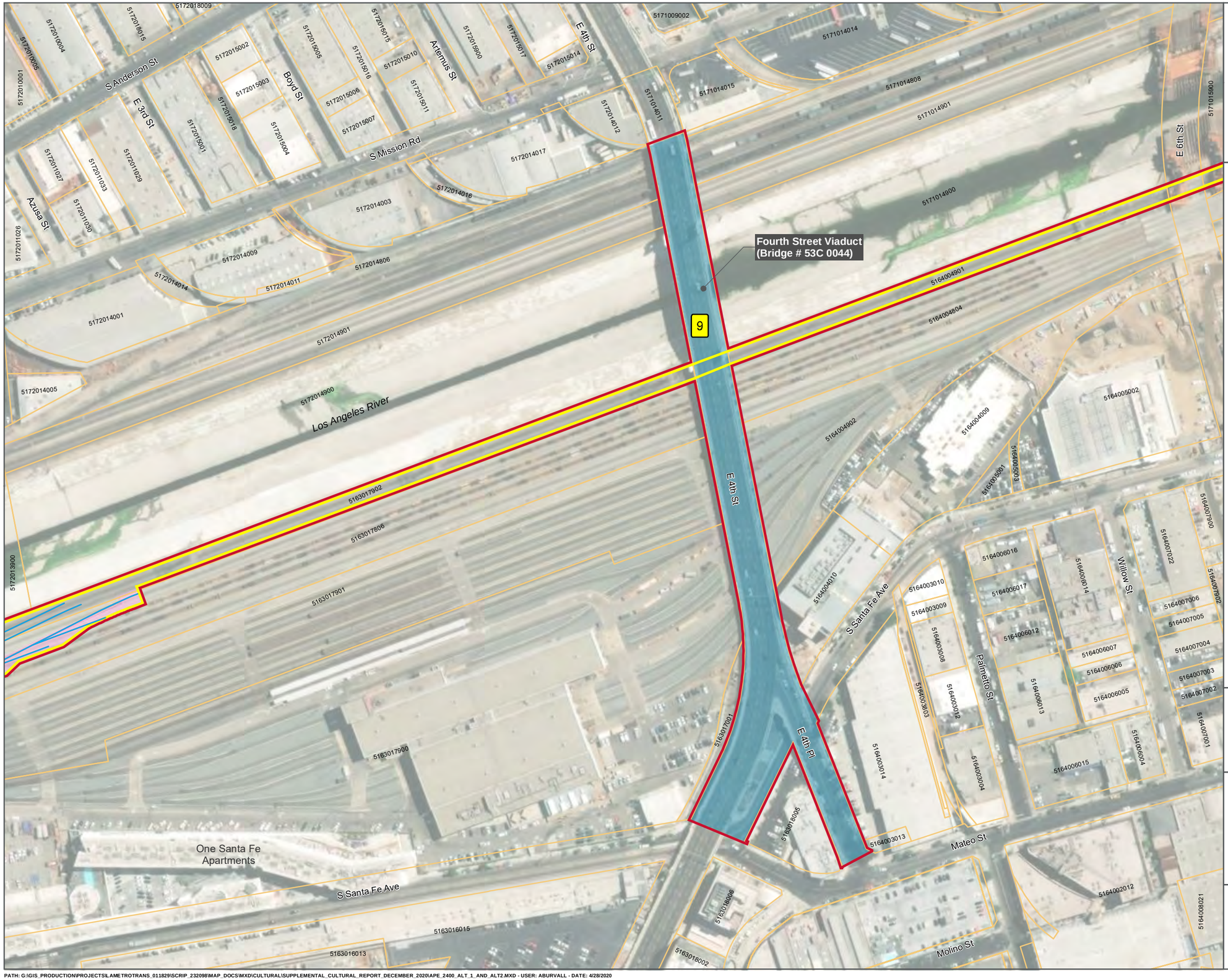
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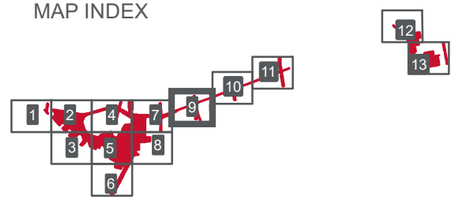
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- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 9 Fourth Street Viaduct (Bridge # 53C 0044)

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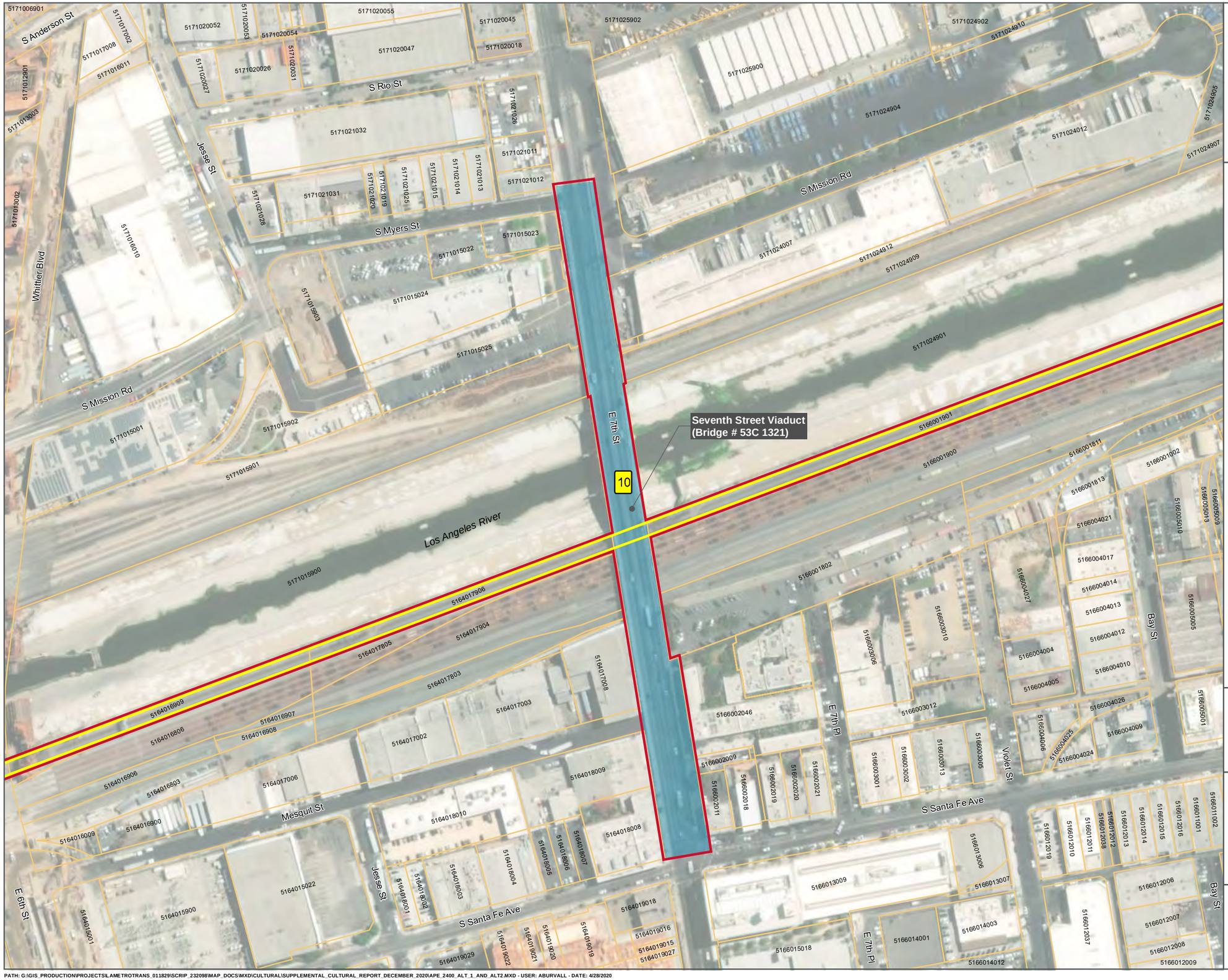
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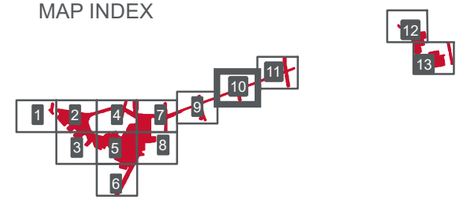
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- Proposed Track (Build Alternative 1)
- 10 Seventh Street Viaduct (Bridge # 53C 1321)

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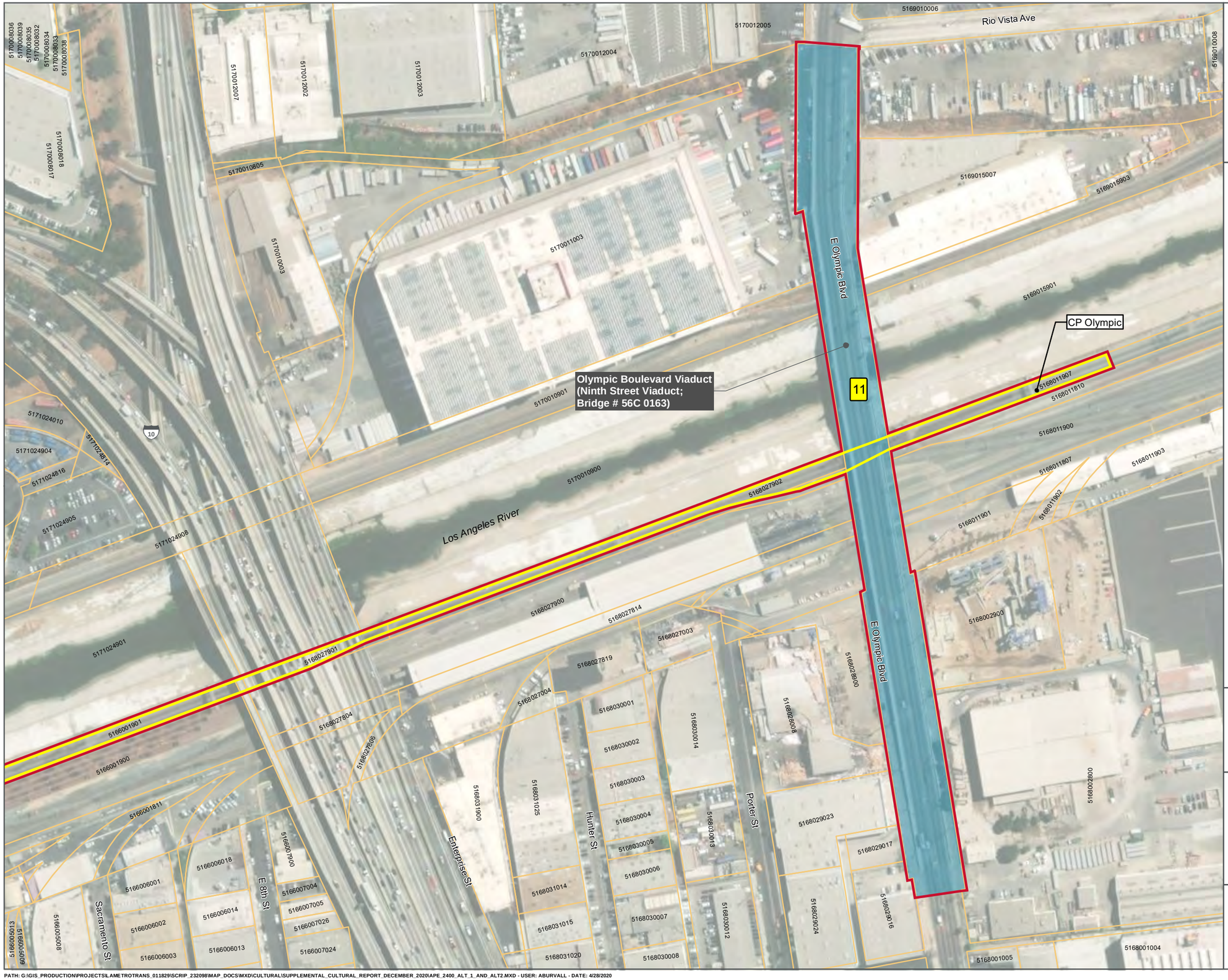
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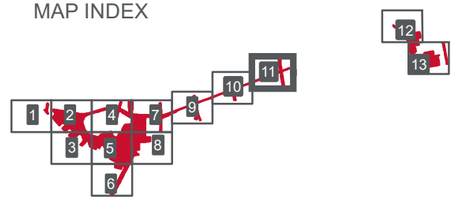
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- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Proposed Track (Build Alternative 1)
- 11 Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge # 56C 0163)

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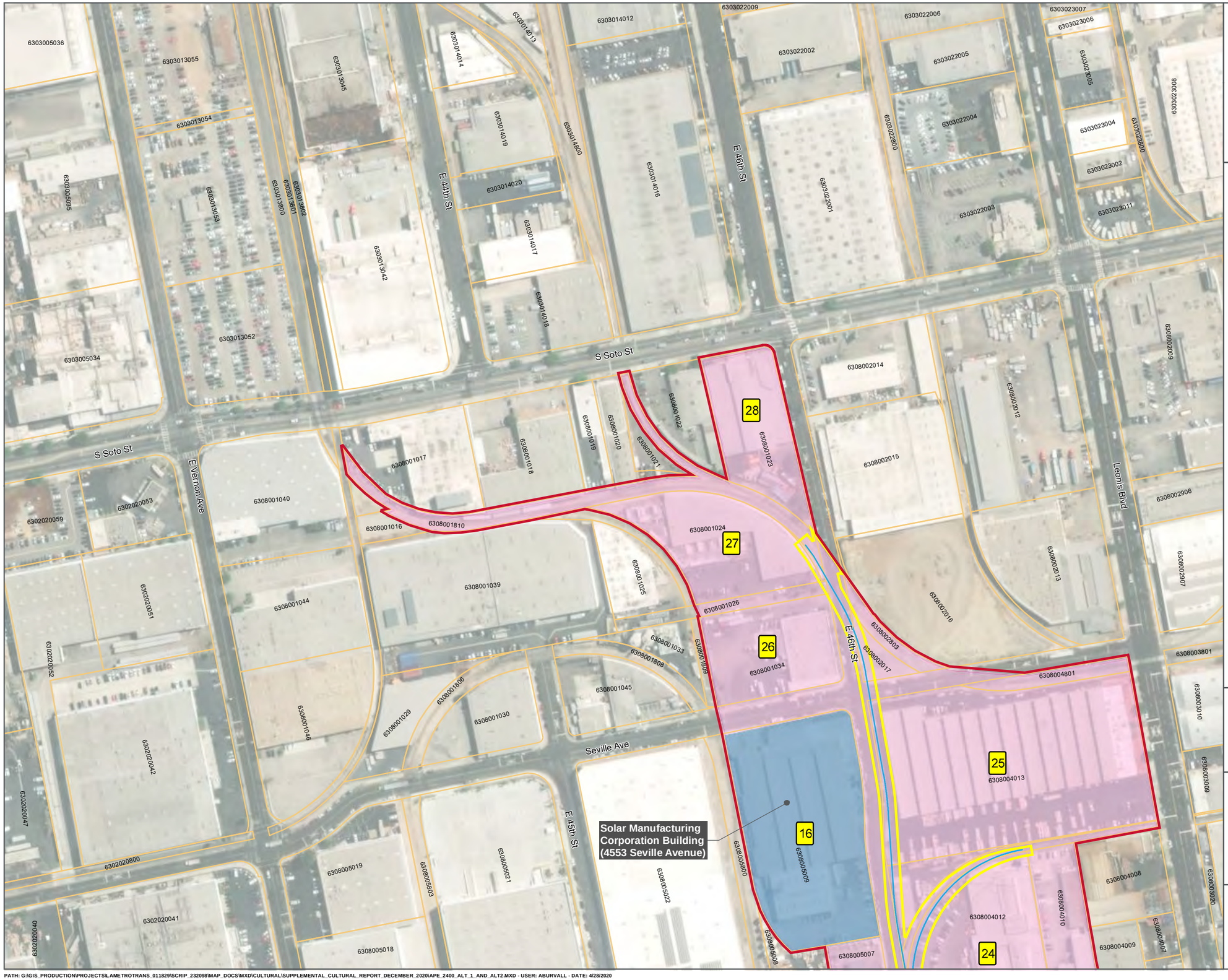
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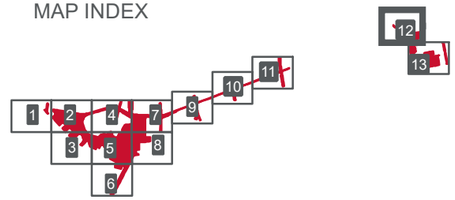
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- Proposed Track (Build Alternative 1)
- 16 Solar Manufacturing Corporation Building (4553 Seville Avenue)
- 24 4618 Pacific Boulevard
- 25 2665 Leonis Boulevard
- 26 4550 Sevilla Avenue
- 27 2727 46th Street
- 28 4535 Soto Street

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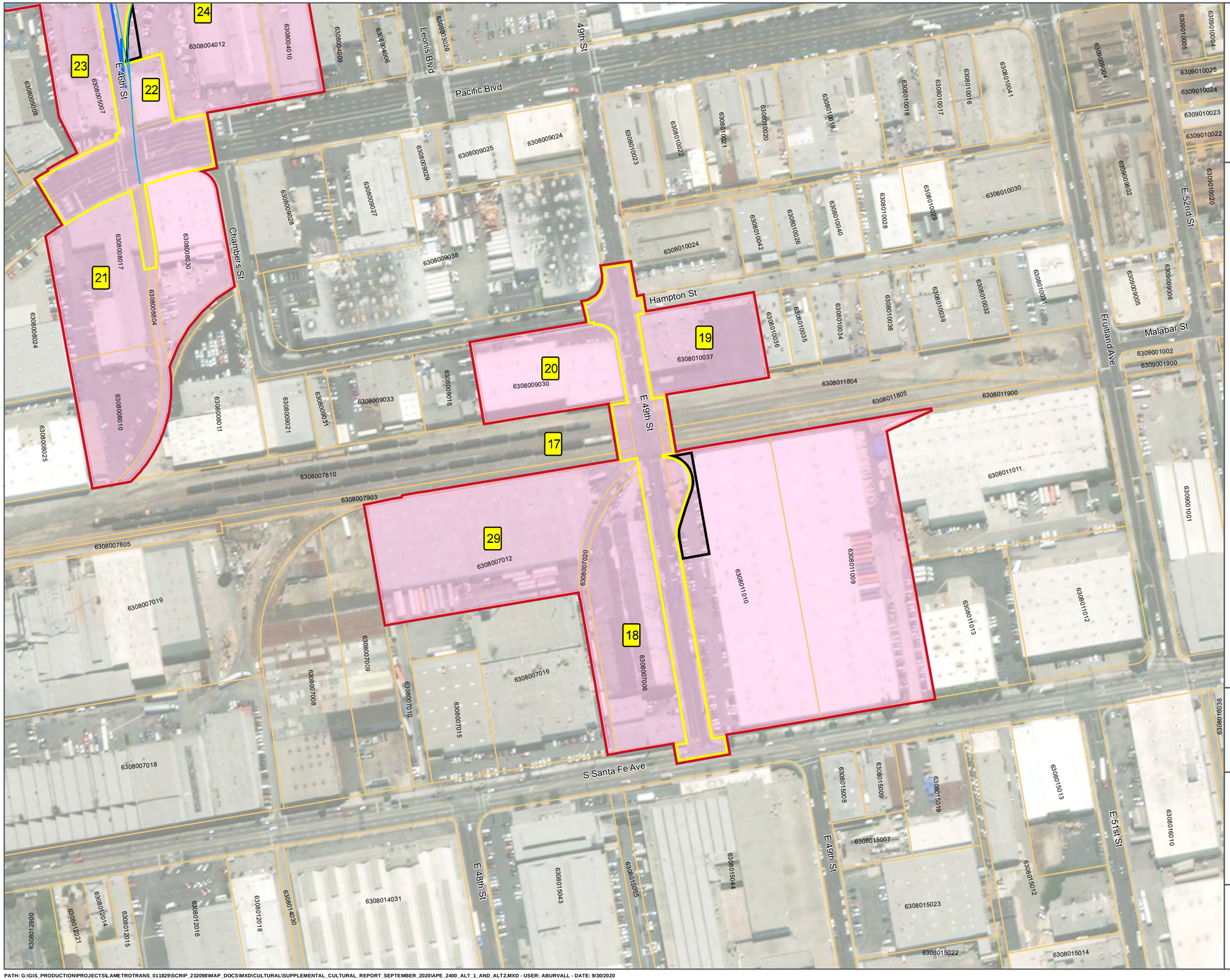
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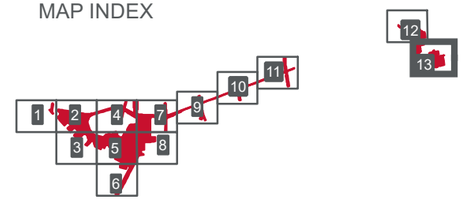
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- Proposed New Track

17 Malabar Yard Railroad Infrastructure

18 4848 Santa Fe Avenue

19 2516 49th Street

20 4811 Hampton Street

21 4585 Pacific Boulevard

22 4600 Pacific Boulevard

23 4580 Pacific Boulevard

24 4618 Pacific Boulevard

29 4824 Santa Fe Avenue

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Appendix B:
State Historic Preservation Officer Concurrence Letter on Link Union Station Historic Property Survey Report

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State of California • Natural Resources Agency Edmund G. Brown Jr., *Governor*

DEPARTMENT OF PARKS AND RECREATION Lisa Ann L. Mangat, *Director*
OFFICE OF HISTORIC PRESERVATION

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

September 27, 2018

Reply in Reference To: FRA_2016_0810_001

Ms. Katherine Zeringue, Federal Preservation Officer
Environment and Systems Planning Division
US Department of Transportation, Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Continuing Section 106 Consultation for the Link Union Station Project, Los Angeles, California

Dear Ms. Zeringue:

On August 2, 2018, the Office of Historic Preservation (OHP) received a letter from the U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking in compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 470f), as amended, and its implementing regulations 36 CFR 800. The *Link Station Historic Properties Survey Report Package* was included with FRA's letter. On September 10, 2018, the OHP received an additional letter further clarifying eligibility determinations for the project.

The FRA and Los Angeles County Metropolitan Transportation Authority (Metro) are proposing Link US to transform the LAUS from a "sub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. A No Action/No Build Alternative and potentially up to four Build Alternatives are currently being considered. High Speed Rail (HSR) is considered a related undertaking to Link US and therefore the physical improvements to accommodate potential HSR service at LAUS within the current area of potential effects (APE) will be evaluated for Section 106 purposes for this undertaking.

The FRA has determined and documented one APE that encompasses both an archaeological and architectural APE. The archaeological APE has been delineated to encompass any ground area that will be disturbed by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. The vertical APE includes varying depths of that range from 3 feet to 100 feet below surface. The architectural APE includes any nearby parcels containing resources sensitive to permanent visual effects or to noise and vibration effects.

Additional properties that may be directly affected as a result of proposed changes and additions to the undertaking have also been included within the APE.
The FRA previously consulted with the SHPO regarding the APE. The FRA is currently consulting with the SHPO regarding the FRA's efforts to appropriately identify historic properties within the APE.

The FRA has evaluated the following properties according to the National Register of Historic Places (NRHP) criteria and has determined that the following properties are eligible for the NRHP for the following reasons:

- **CA-LAN-1575/H** is eligible for listing on the NRHP under Criterion D because it has yielded and is likely to yield further archaeological data that can address pertinent research themes related to the prehistoric/historic Native American Period (A.D. 1000-1848) and the American Period-Historic Los Angeles Chinatown (1850-1971).
- **Macy Street School**, located at 900 N Avila Street in Los Angeles, is eligible at the local level of significance under Criteria A and B, with the period of significance being 1915 to 1930, which is related to the tenure of School Principal Nora Sterry. The property is historically significant for its associations with the turn-of-the-century Progressive movement in education, and for its associations with Principal Nora Sterry, a noted progressive in the history of Los Angeles education.
- **Vignes Street Undercrossing** (Bridge #53C 1764) was constructed as part of Los Angeles Union Station (LAUS) and is located at the north edge of that property's NRHP boundary. The Vignes Street Undercrossing contributes to the LAUS and is eligible under Criterion A at the local level of significance in the areas of transportation and transportation planning. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of the LAUS. The undercrossing is 0.2 miles northwest of Cesar Chavez Avenue. Vignes Street forms the northern boundary of the LAUS National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary.
- **Denny's Restaurant**, located at 530 E Ramirez Street in Los Angeles, is eligible for the NRHP at the local level of significance under Criterion C as an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray based on the Armet & Davis prototype design from 1958. The period of significance is 1965.

The FRA has also determined that the following properties are not eligible for the NRHP:

- Gonzalez Candle Shop, 940 N Avila Street, Los Angeles, CA
- Interstate Rubber Company, 908 N Avila Street, Los Angeles, CA
- US 101 Slot (Santa Ana Freeway), PM 1.3 to PM 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, CA
- American Warehouse and Realty Company, 430 Commercial Street, Los Angeles, CA
- Maier Brewing Company, 620 Commercial Street, Los Angeles, CA

- Friedman Bag Company, Polyethylene Division, North Building, 711 Ducommun Street, Los Angeles, CA
- Friedman Bag Company, Polyethylene Division, South Building, 706 Ducommun Street, Los Angeles, CA
- Manley Oil Company/Southern California Gas Company, 410 Center Street, Los Angeles, CA

Based on review of the submitted documentation, I concur with the foregoing determinations.

The FRA has submitted documentation supporting the FRA's efforts to consult with the Native American Heritage Commission (NAHC) and the Native American tribes, groups and individuals listed on the NAHC contact list. The FRA has been in active consultation with the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation (Kizh Nation), and the Tongva Ancestral Territorial Tribal Nation. Consulting tribes have provided comments and information that have contributed to the FRA's CA-LAN-1575/H evaluation according to the NRHP criteria. To date, the FRA has not received comments from any consulting Native American tribe, group, or individual that CA-LAN-1575/H has cultural values other than those associated with NRHP Criterion D (data potential).

The FRA has also submitted documentation supporting FRA's efforts to consult with other interested parties who might have interest in the project. These efforts are documented in Attachment E of the Historic Property Survey Report.

The FRA will continue consultation with the SHPO on the assessment of adverse effects as a result of this undertaking. If you require further information, please contact State Historian, Natalie Lindquist at 916-445-7014 or at Natalie.Lindquist@parks.ca.gov or Associate State Archaeologist Alicia Perez at 916-445-7020 or Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix C:
Section 106 National Environmental Policy Act Assignment Letters

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GAVIN NEWSOM
GOVERNOR

December 10, 2019

Mr. Tom Savio, Executive Director
Los Angeles Union Station Historical Society
Email laushs@earthlink.net

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Mr. Savio,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with Los Angeles Union Station Historical Society to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties. Concerns regarding the larger project and impacts that are not related specifically to historic properties (hazardous materials, noise, traffic, air quality, etc.) should be addressed with the Authority during the future NEPA public comment period.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
Patrick O'Neill, HDR
Nina Delu, HDR

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GAVIN NEWSOM
GOVERNOR

December 10, 2019

Mr. David Schonbrunn
Train Riders Association of California
P.O. Box 151439
San Rafael, CA 94915-1439
Email: david@schonbrunn.org

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Mr. Schonbrunn,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with Train Riders Association of California to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties. Concerns regarding the larger project and impacts that are not related specifically to historic properties (hazardous materials, noise, traffic, air quality, etc.) should be addressed with the Authority during the future NEPA public comment period.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
Patrick O'Neill, HDR
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GAVIN NEWSOM
GOVERNOR

December 10, 2019

Mr. Yuval Bar-Zemer
Los Angeles River Artist and Business Association
Email: yuval@linear-city.com

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Mr. Bar-Zemer,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with Los Angeles River Artist and Business Association to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties. Concerns regarding the larger project and impacts that are not related specifically to historic properties (hazardous materials, noise, traffic, air quality, etc.) should be addressed with the Authority during the future NEPA public comment period.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
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Nina Delu, HDR

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GAVIN NEWSOM
GOVERNOR

December 10, 2019

Janet Hansen, Deputy Manager, Office of Historic Resources
Department of City Planning
City Hall, 200 N. Spring Street, Room 559
Los Angeles, CA 90012
Email janet.hansen@lacity.org

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Ms. Hansen,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with the City of Los Angeles Office of Historic Resources to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
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December 10, 2019

Adrian Fine
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA 90014
Email: afine@laconservancy.org

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Mr. Fine,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with the Los Angeles Conservancy to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
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Nina Delu, HDR

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December 10, 2019

Chairperson Andrew Salas
Gabrieleño Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723
Email: admin@gabrielenoindians.org

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Chair Salas,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with the Gabrieleño Band of Mission Indians – Kizh Nation to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
Patrick O'Neill, HDR
Nina Delu, HDR

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CHIEF EXECUTIVE OFFICER

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GOVERNOR

December 10, 2019

Mr. Martin Peery
Director of Public Housing
Housing Authority of the City of Los Angeles 2600 Wilshire Boulevard
Los Angeles, CA 90057
Email: Martin.Peery@hacla.org

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Mr. Peery,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with Housing Authority City of Los Angeles to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties. Concerns regarding the larger project and impacts that are not related specifically to historic properties (hazardous materials, noise, traffic, air quality, etc.) should be addressed with the Authority during the future NEPA public comment period.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
Patrick O'Neill, HDR
Nina Delu, HDR

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GOVERNOR

December 10, 2019

Mr. Sam Dunlap
Gabrielino Tongva Nation
P.O. Box 86908
Los Angeles, CA 90089
Email: samdunlap@earthlink.net

Subject: California High-Speed Rail Authority Receives NEPA assignment and the Link Union Station Project

Dear Mr. Dunlap,

The Federal Railroad Administration (FRA) has approved the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as National Environmental Policy Act [NEPA] Assignment), and on July 23, 2019, Governor Gavin Newsom signed and made effective the final Memorandum of Understanding (MOU). The California High-Speed Rail Authority (Authority) is now the federal lead agency under NEPA and other federal environmental laws, including the National Historic Preservation Act for the Link US Project Environmental Impact Statement (EIS). Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, the Authority is responsible for the federal review and approval of environmental documents for projects on the HSR System and for other passenger rail projects that directly connect to the HSR System including the Link US Project (Project. A copy of the signed MOU with transmittal letter to FRA from David Kim, Secretary of the California State Transportation Agency (CalSTA) is available upon request.

As the NEPA lead agency, the Authority is committed to continue the NEPA and Section 106 process previously started by FRA, and consulting with the Gabrielino Tongva Nation to deliver the Project, while protecting historic properties and cultural resources. The fundamental goal of the Section 106 process is to ensure that federal agencies consult with interested parties to identify and evaluate historic properties, assess the effects of the undertaking on historic properties, and attempt to negotiate an outcome that will balance project needs and historic preservation values. Each consulting party is expected to be responsive and act in a timely manner in discussions that will focus on historic properties.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the sponsoring agency for the Project and is responsible for day-to-day compliance activities and continued consultation with interested parties. Please reconfirm your interest in Section 106 consultation regarding historic properties by contacting Vincent Chio at Metro (ChioM@metro.net).

Sincerely,

Brett Rushing
Cultural Resources Program Manager
Brett.Rushing@hsr.ca.gov
(916) 403-0061

cc: Dan McKell, Authority
Eric Beightel, Authority
Jeanet Owens, Metro
Vincent Chio, Metro
Patrick O'Neill, HDR
Nina Delu, HDR

From:	Delu, Nina
To:	"admin@gabrielenoindians.org"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:24:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_Kizh Nation.pdf

Hi Andy –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm the Kizh Nation's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"samdunlap@earthlink.net"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:23:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_Gabrielino Tongva Nation.pdf

Hi Sam –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm Gabrielino Tongva Nation's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"janet.hansen@lacity.org"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:23:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_LA OHR.pdf

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Hi Janet –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm the OHR's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"Martin.Peery@hacla.org"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:23:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_HACLA.pdf

Hi Martin –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm HACLA's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"afine@laconservancy.org"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:23:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_LA Conservancy.pdf

Hi Adrian –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm the LA Conservancy's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"yuval@linear-city.com"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:23:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_LARABA.pdf

Hi Mr. Bar-Zemer –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm LARABA's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"laushs@earthlink.net"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:25:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_LAUSHS.pdf

Hi Tom –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm LAUSHS's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"david@schonbrunn.org"
Cc:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Bcc:	O"Neill, Patrick; Osorio, Mario
Subject:	Link Union Station - NEPA Assignment & Section 106 Consultation
Date:	Tuesday, December 10, 2019 11:24:00 AM
Attachments:	Consulting Parties NEPA MOU and Link US_12.10.19_TRAC.pdf

---

Hi David –

Please see the attached letter from the California High Speed Rail Authority regarding the Link Union Station Project and Federal Railroad Administration NEPA Assignment. Please reconfirm TRAC's interest in Section 106 consultation regarding Link US historic properties by contacting Vincent Chio (ChioM@metro.net) at Metro.

Thanks,
Nina Delu

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200
Irvine, California
D 714.368.5658 **M** 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

Appendix D:
California Department of Transportation Statewide Historic Bridge Inventory Entry for North Main Street Bridge

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Structure Maintenance & Investigations

SM&I

Historical Significance - Local Agency Bridges

October 2018

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0970	TOPANGA CYN CRK	25FT W/O TOPANGA CYN BLVD	5. Bridge not eligible for NRHP	1936	1966
53C0971	SAN ANTONIO CRK	0.2MI NE/O MNT BALDY RD	5. Bridge not eligible for NRHP	1931	1950
53C0972	CATTLE CYN CRK	5.7MI E/O SAN GAB CYN RD	5. Bridge not eligible for NRHP	1932	
53C0973	ALHAMBRA WASH	0.2MI S/O VALLEY BLVD	5. Bridge not eligible for NRHP	1935	
53C0976	SIERRA MADRE WASH	0.6MI W/O SANTA ANITA AVE	5. Bridge not eligible for NRHP	1934	
53C0977	FISH CRK	18MI NE/O I-5 FWY	5. Bridge not eligible for NRHP	1935	1976
53C0979	RED ROCK CRK	1.9MI N/O TOPANGA CYN BL	5. Bridge not eligible for NRHP	1936	1960
53C0980	OLD TOPANGA CRK	1.4MI W/O TOPANGA CYN BL	5. Bridge not eligible for NRHP	1937	1962
53C0981	OLD TOPANGA CRK	0.3MI W/O TOPANGA CYN BL	5. Bridge not eligible for NRHP	1937	1963
53C0983	ALHAMBRA WASH	0.5MI W/O SAN GABRIEL BL	5. Bridge not eligible for NRHP	1936	1963
53C0984	ALHAMBRA WASH	0.5MI W/O SAN GABRIEL BL	5. Bridge not eligible for NRHP	1936	1963
53C0987	ARROYO SEQUIT	1.5MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1938	
53C0988	MINT CYN WASH	0.1MI E/O SIERRA HWY	5. Bridge not eligible for NRHP	1983	
53C0989	PINE CYN CRK	1.5MI W/O LAKE HUGHES RD	5. Bridge not eligible for NRHP	1939	
53C0990	RUBIO WASH	0.3MI E/O SN GABrIEL BLVD	5. Bridge not eligible for NRHP	1939	
53C0991	BALLONA CRK	0.1MI W/O JEFFERSON BLVD	5. Bridge not eligible for NRHP	1938	
53C0992	SANTA CLARA RIV	0.2MI S/O SOLEDAD CYN RD	5. Bridge not eligible for NRHP	1986	
53C0994	WEBB CYN CRK	0.2MI W/O TOWNE AVE	5. Bridge not eligible for NRHP	1929	
53C0995	GREENLEAF CYN CRK	0.4MI W/O TOPANGA CYN BL	5. Bridge not eligible for NRHP	1942	1966
53C0998	CHESEBRO CYN CRK	0.6MI N/O US-101 FWY	5. Bridge not eligible for NRHP	1945	
53C0999	LAS FLORES CRK	100FT E/O LAS FLORES C RD	5. Bridge not eligible for NRHP	1945	1994
53C1000	EAGLE CYN CHAN	0.1MI N/O FOOTHILL BLVD	5. Bridge not eligible for NRHP	1948	
53C1002	EVANS WASH	0.1MI S/O BIG PINES HWY	5. Bridge not eligible for NRHP	1949	
53C1003	SAN MRTNZ GRANDE CYN CRK	1.8MI N/O SR-126 HWY	5. Bridge not eligible for NRHP	1949	1961
53C1004	TRIUNFO CRK	0.3MI S/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1951	
53C1005	LOBO CRK	2.0MI S/O US-101 FWY	5. Bridge not eligible for NRHP	1951	
53C1006	SAN MRTNZ GRANDE CYN CK	2.3MI N/O SR-126 HWY	5. Bridge not eligible for NRHP	1953	
53C1008	PUENTE CRK	0.3MI E/O 7TH AVE	5. Bridge not eligible for NRHP	1953	1994
53C1009	PUENTE CRK	0.3MI E/O 7TH AVE	5. Bridge not eligible for NRHP	1953	1994
53C1010	LOS ANGELES RIVER	0.5 MI W/O I-5	2. Bridge is eligible for NRHP	1910	
53C1011	BALLONA CREEK (SAWTELLE BLVD)	0.44MI W/O SEPULVEDA BLVD	5. Bridge not eligible for NRHP	1980	
53C1015	LITTLE TUJUNGA CYN	200FT E/O LITTLE TUJUNGA	5. Bridge not eligible for NRHP	1953	
53C1016	AGUA DULCE CR	1.0MI S/O SR-14 FWY	5. Bridge not eligible for NRHP	1954	
53C1017	LOBO CRK	1.4MI W/O TRIFUNO CYN RD	5. Bridge not eligible for NRHP	1954	
53C1018	RIO HONDO	0.8MI N/O FLORENCE AVE	5. Bridge not eligible for NRHP	1954	
53C1019	KAGEL CYN CRK	0.1MI E/O KAGEL CYN RD	5. Bridge not eligible for NRHP	1955	
53C1020	PUENTE CRK	0.5MI S/O SUNSET AVE	5. Bridge not eligible for NRHP	1955	
53C1022	BEARTRAP CYN CRK	3.3MI W/O ANGELES FOR HWY	5. Bridge not eligible for NRHP	1956	
53C1023	GARAPITO CRK	25FT W/O TOPANGA CYN BLVD	5. Bridge not eligible for NRHP	1953	
53C1024	SAND CYN WASH	150FT W/O SAND CYN	5. Bridge not eligible for NRHP	1960	
53C1025	WALNUT CRK	0.4MI E/O GRAND AVE	5. Bridge not eligible for NRHP	1961	
53C1026	COYOTE CR	0.2 MI S/O 183RD STREET	5. Bridge not eligible for NRHP	1965	
53C1028	IRON CYN CRK	2.5MI S/O SOLEDAD CYN RD	5. Bridge not eligible for NRHP	1970	

Appendix E:
North Main Street Bridge
Department of Parks and Recreation
523 Series Form

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CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) Main Street Bridge (Caltrans Bridge #53C1010)

Recorded By: Amanda Duane, GPA Consulting **Date:** 8/17/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-6

P2. Location: Main Street over the Los Angeles River (See Sketch Map)

***NRHP Status Code:** 2S2, 5S1

Sketch Map:



NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

B10. Significance

The Main Street Bridge was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004. The Main Street Bridge was determined eligible for the National Register under Criterion C for its engineering. The bridge was a pioneering example of a three-hinge bridge design that originated in Europe, and one of the earliest of its kind in the western United States. As a result of that evaluation, the bridge was assigned a status code of 2S2, indicating that it was determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #901. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016.

The bridge has undergone a recently completed seismic retrofit. The retrofitting involved uniform concrete jacketing around structural elements of the bridge to improve seismic safety, as well as the restoration of original bridge elements (railing, lamp posts, etc.) that were removed in the 1970s. Based on visual observation, the property retains sufficient integrity to convey its significance as an early example of three-hinge bridge engineering. These significant structural elements are still extant beneath the concrete jacketing, and non-original elements including railing and lamp posts that detracted from the bridge's significance have been removed and restored with new features that are more in keeping with the bridge's original design. Therefore, the 2S2 status code is still valid, while the 5S1 status code reflects its listing on the local register as Los Angeles Historic-Cultural Monument #901. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The character defining features of the bridge are its relationship with the Los Angeles River, its reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself.

P5a. Photograph



12/13/2016, View looking south from Spring Street

CHECKLIST
For Documenting Historical Significance of Non-Truss Bridges
REINFORCED CONCRETE ARCHES

Locational

Bridge No. 53C-1010 County LA (City)/Vic. Los Angeles
Road No. Main Street Feature intersected Los Angeles River
Lat/Long 34° 4.0' 118° 13.4' UTM

History

H.G. Parker, City Engineer
Date 1910 Designer Hugo Eckhardt, Resident Engineer for contractor
Contractor Carl Leonardt

Structural

Total Length 280' Width 70' Lanes 4 # spans(total) 3
arched spans 3 Main span length 97'
Other arch spans, length 97', 97'
Arch type Open spandrel,
Approach span type(s) —

Architectural

Architectural detail Arched spandrel openings, arched railing (blind),

Alterations Most lantern removed, new bannisters, inner

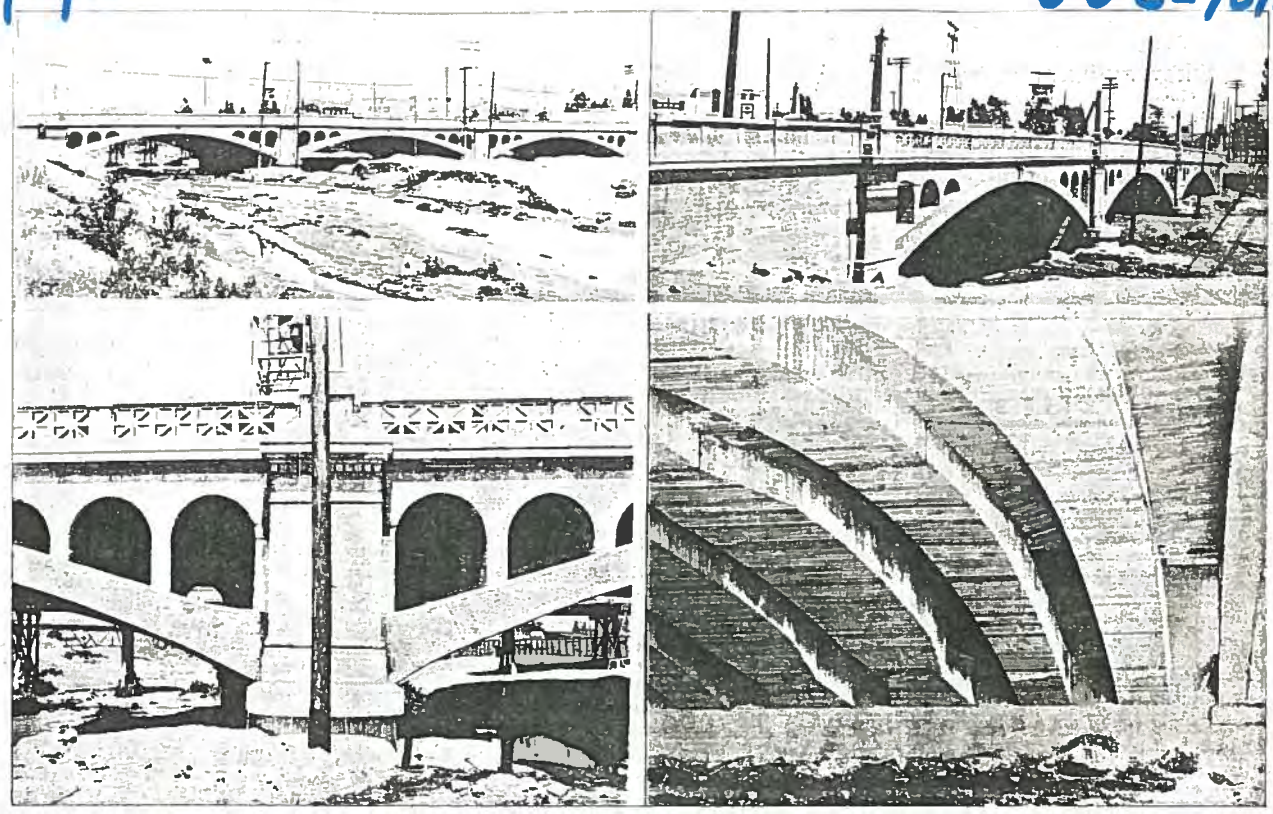
Discuss any known association with historical events, patterns, people, or distinctive technology Held in SCSB&C to be "the first reinforced hinged ribbed arch" in "the Southwest." Cited the first in California. It is unclear whether Parker originally called for a 3-hinge, or whether this innovation was devised by Eckhardt.

Sources: 1) Caltrans Bridge Maintenance Book; 2) Southwest Contractor and Manufacturer, 5/7/10, pp. 16-17. 3) Plans, Vault, Bureau of Engineering, City of LA (Copy historic bridge files)

5/1/10.

Two Views in Perspective of the North Main St. Bridge, Los Angeles.

53 c-1010



The East Pier.

Showing Arch Rib Construction.

A Three Hinged Ribbed Arch Concrete Bridge

The city of Los Angeles has recently accepted from the contractor the main structure of the North Main street reinforced concrete bridge across the Los Angeles river, the third structure of this type of construction completed within the last few months. The bridge was built by Carl Leonardt.

This bridge is of a type, known as the three hinged ribbed arch, never before used in the Southwest and rare in the United States, though in somewhat common use in Europe, where it has proved meritorious. Mr. Hugo Eckhardt, engineer for Mr. Leonardt, states he used this design several years ago in Germany and considers it the best form of construction.

The bridge has a total length of 363 feet over all and a total width of 70 feet 8 inches; the roadway from curb to curb is 56 feet wide; there are two sidewalks, each 5 feet 9 inches in width.

There are three spans each 87.5 feet, supported by piers carried 26 feet below the river channel and rsting on piles driven 12 feet further. There are eight ribs in the width of the arch, one supporting each railway track, two supporting the roadway on each side and one supporting each sidewalk. The completed ribs can be studied in one of the accompanying illustrations, this photograph being taken underneath one of the arches.

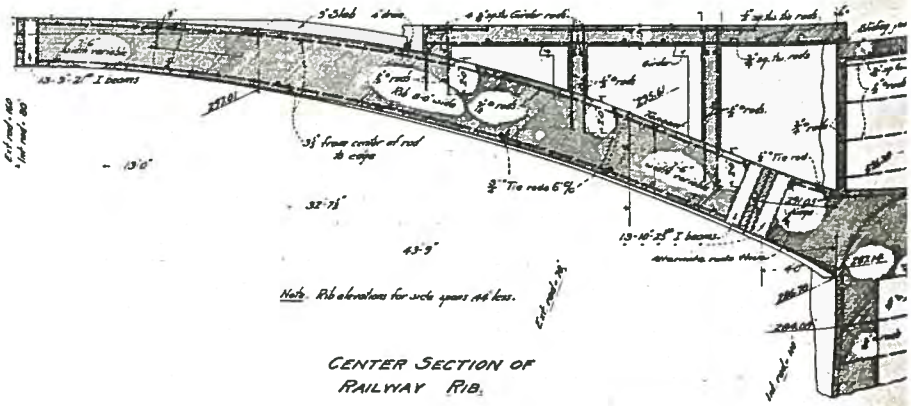
The arches have a span of 87.5 feet and rise of 11 feet. The hinges are located one at the crown and one at each end. They are composed of a 2 3-16 inch steel shaft bearing against cast iron shoes which in turn bear against a grillage of steel beams. The whole is encased in concrete. The joints around the shaft are filled with melted lead and a compressible joint is constructed across the entire rib, composed of one 3-8 inch batten with ¼ inch of deadening felt pasted to each side thereof. The retails of the hinge construction are shown in the reproduced drawing.

The two piers are 9 feet thick on top, 88 feet in length, with extended footing 26 feet wide. They are built hollow; the walls are 2 feet 3 inches thick at the springing line, widening to 3 feet 5½ inches at the footing. A cross section of the ea pier is herewith shown.

The abutments are also built hollow a are 27.5 feet wide on the base and 72 fe long. They extend 21 feet below the b tom of the channel and rest on piles driv 12 feet down.

The great depth of the piers, 26 feet 12-foot piles, is to provide for the lowerii of the channel, which is estimated at foot per year, owing to the hauling o of gravel and sand.

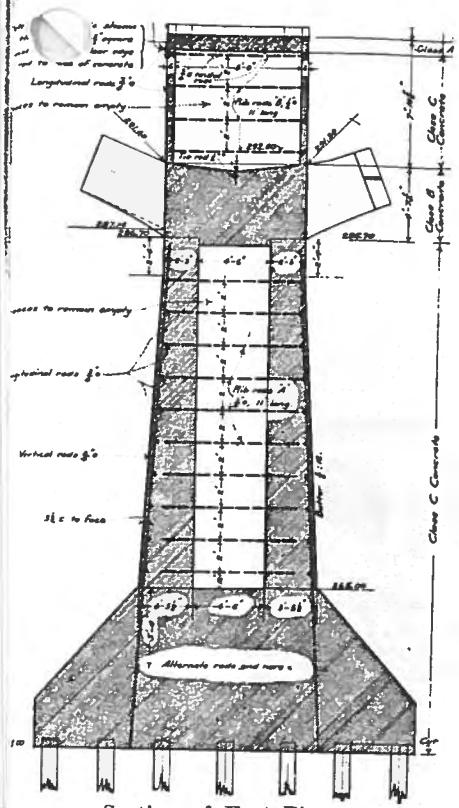
The bridge is designed for carrying load of 4,000 pounds per lin. foot, of ra way track, although the actual loads present are only 2,000 per lin. foot of trac The highway load is designed to carry load represented by a 24-ton steam ro



Center Section of Railway Rib, Middle Span, N. Main St. Bridge.

...alk load is 150 pounds per ...

...steel reinforcing rods used are plain ...ds in the arch ring and twisted rods in ...e deck slab.



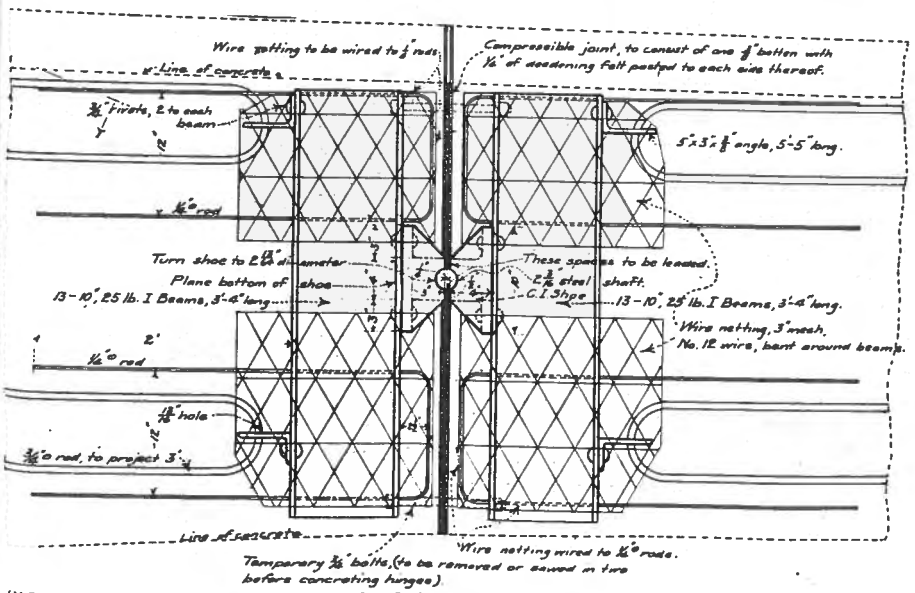
Section of East Pier

...crete aggregates used are: piers ...nents, 1:3:5 gravel; arch rings, 2:4 gravel; spandrel and deck slab, 1:2:4 broken stone. The brand of cement used was Red Devil, a cement manufactured in Utah at a plant in which Mr. Leonardt is financially interested. This cement is higher priced, laid down in Los Angeles, than other brands but was used by the contractor owing to its resistance to the action of oil, more or less prevalent in the waters of the river at this point.

The bridge is ornate in finish, the arch ribs being faced with a special concrete darkened by adding 1 pound of lampblack per sack of cement and using dark stone from Hollywood; thirty days after placing the concrete, the arch rings were picked with a single pointed tool. The spandrel walls are plain concrete picked in the same manner. The coping and railing are artificial stone. The concrete lighting posts are faced with a mixture of crushed marble and crushed lava to resemble granite.

The cost of replacing the old bridge at the North Main street crossing over the Los Angeles river was $90,359.65, and it is possibly the cheapest, compared with its size, of any that the city will or has built. It is understood the contractor, Carl Leonardt, lost money on the contract for the main structure, the amount of his bid being $82,600. The city rejected the bids for the coping and railing and performed this work itself, the report of the city engineer's office to the board of public works claiming the cost of this item to be $3,-859.65 as against a bid of over $6,600 when the work was advertised. The cost of removing the old bridge and erecting a temporary structure was $2,600. The contract for constructing the curbs, sidewalks and roadway surfacing, now being finished, is $1,300. The latter work was done by Petterson & Schmidt. John L. Brickels held the contract for the temporary bridge.

The North Main street bridge was designed by the late H. G. Parker, who died August 6, 1909. It is located a short distance south of the big Buena Vista street viaduct, now under construction. It was about a year in building, cars running across about April 1, 1910. The bridge will be open to general public traffic about May 15.



Side Elevation Railway Rib Skewback Hinge; Others Similar. No. Main St. Bridge.

Method of Constructing Hinge.

1. Place two hinges, bolted together, temporarily in position, care being taken to bring hinge shafe to exact alignment and elevation.
2. Place ¾-in. rods, ¼-in. rods, and wire netting in position.
3. Complete arch ring concrete up to back of hinge.
4. Remove temporary bolts and place compressible joint in position, the same to lear closely against cast iron shoes.
5. ...ill spaces between beams and below cast iron shoe with 1:1 cement grout, care ...eing ...n to leave no voids.
6. ...l spaces between cast iron shoes with melted lead, through holes in shaft pro-...ided ... the purpose. Adjacent metal surfaces should be previously heater to prevent ...ead from cooling be fore space is completely filled.
7. Fill remaining spaces between beams and above cast iron shoes with Class A ...oncrete. During the process keep concrete on each side of the compressible joint of the ...ame level.

In the Building Field

Based on statistics received from our correspondents during the first four months of this year, the building permits issued in Southern California citiec from Jan. 1st to May 1st, the first third of the year, represent an investment in new buildings of all kinds of about $15,000,000.

Of this amount, Los Angeles has contributed over half, the records of the building inspector's office showing a total of $8,-271,198 in the valuation of new buildings for which permits were issued during this period. The April record alone shows $3,-360,577, exceeding the highest previous record for a single month.

The classified report for Los Angeles for April, 1910, is as follows:

Class A, steel frame	2	$1,425,000
Class A, reinforced concrete	2	36,000
Class B.	1	100,000
Class C.	16	503,400
Class D, one-story frame	356	520,963
Class D, 1½-story frame	33	85,026
Class D, 2-story frame	56	292,079
Class D, three-story frame	2	40,500
Class D, four-story frame	1	30,000
Churches (all classes)	3	17,000
Public buildings (city)	2	11,577
Sheds, barns, (frame)	140	21,102
Frame alterations	44	83,282
Brick Alterations	44	61,108
Demolitions	29	3,540
Addition of 2½ stories to 6-story reinf. con. bldg	1	125,000
Grand total	930	$3,360,577
Comparison with 1909 April	722	$1,019,95

Incomplete returns from the chief cities of Southern California are as follows:

PASADENA—The month of April showed the largest building permit total ever recorded for that period in this city, and the record is the more noteworthy in that the large majority of permits were taken out for residences ranging in cost from $1,000 to $3,000, showing a substantial growth. The permits for the last week in the month totaled $41,311, and the total for the month was $226,854, as against $189,843 for April last year. All signs point to the largest year on record.

SOUTH PASADENA—The permits for April, 1910, numbered 16 with a value of $52,230. Last year the same months show 32 permits valued at $41,090, proving that a higher class of buildings is being erected.

LONG BEACH—There were 75 permits issued last month, valued at $155,921.10, compared with 51 permits valued at $51,-785 for April, 1909. The total for the year to date is 341 permits, with a grand total of $385,077.10.

GLENDALE—Glendale shows a steady growth, having a total of 79 permits representing a value of $85,105 for the first four months of this year. The permits for April amounted to 22, with a valuation of $23,195. This compares with April, 1909, with 26 permits valued at $21,556.

POMONA—The number and value of permits issued last month shows a decrease over the record for April, 1909, but the total for the first four months of the year is

(Continued on Page Nineteen)







S3C-1010

#115003
DOE-19-86-0072-0000
252

ARCH BRIDGE RATING SHEET

Bridge #:53C-1010 Common Name: Main Street Bridge
County: Los Angeles
District: 7
Feature Intersected: Los Angeles River
Road: No. Main Street
Route: Postmile:
Routesuf:
Quad: Los Angeles (7.5)
UTM Zone: 11 E: 387110 N: 3770028
Lat: 34 04 00 N Long: 118 13 24 W
Ownership:Town/City
City/Vicinity: in the city/town limits of Los Angeles
Date: 1910
Designer: H.G.Parker
This is a major example of a significant designer
Contractor: Carl Leonardt
Description: MAINSPAN: rein. conc., open spandrel, 3-hinged, elliptical, 97 feet, 6 ribbed arch,
BRIDGE: A 70.0 feet wide, 3 spans, 280 feet long, symmetrical bridge, with 4 lanes, 3 arch spans, additional arch spans length: 97;97 feet,
and with a flush walkway

Technical Merit: excellent
Special Features
Lanterns: none
Railings: modern rail
Pylons: none
Treatment/Spandrel: arched; highly decorative
Distinctive Texture: rough concrete
Pedestrian Amenities: none
Transportation/Historical Association: local
Aesthetics:
Site: good
Structural: good
Integrity:
Location/Setting: excellent
Design/Material: good
Feeling/Association: fair/poor
Plans/Specifications: plans at county/city public works

RESEARCH STATUS

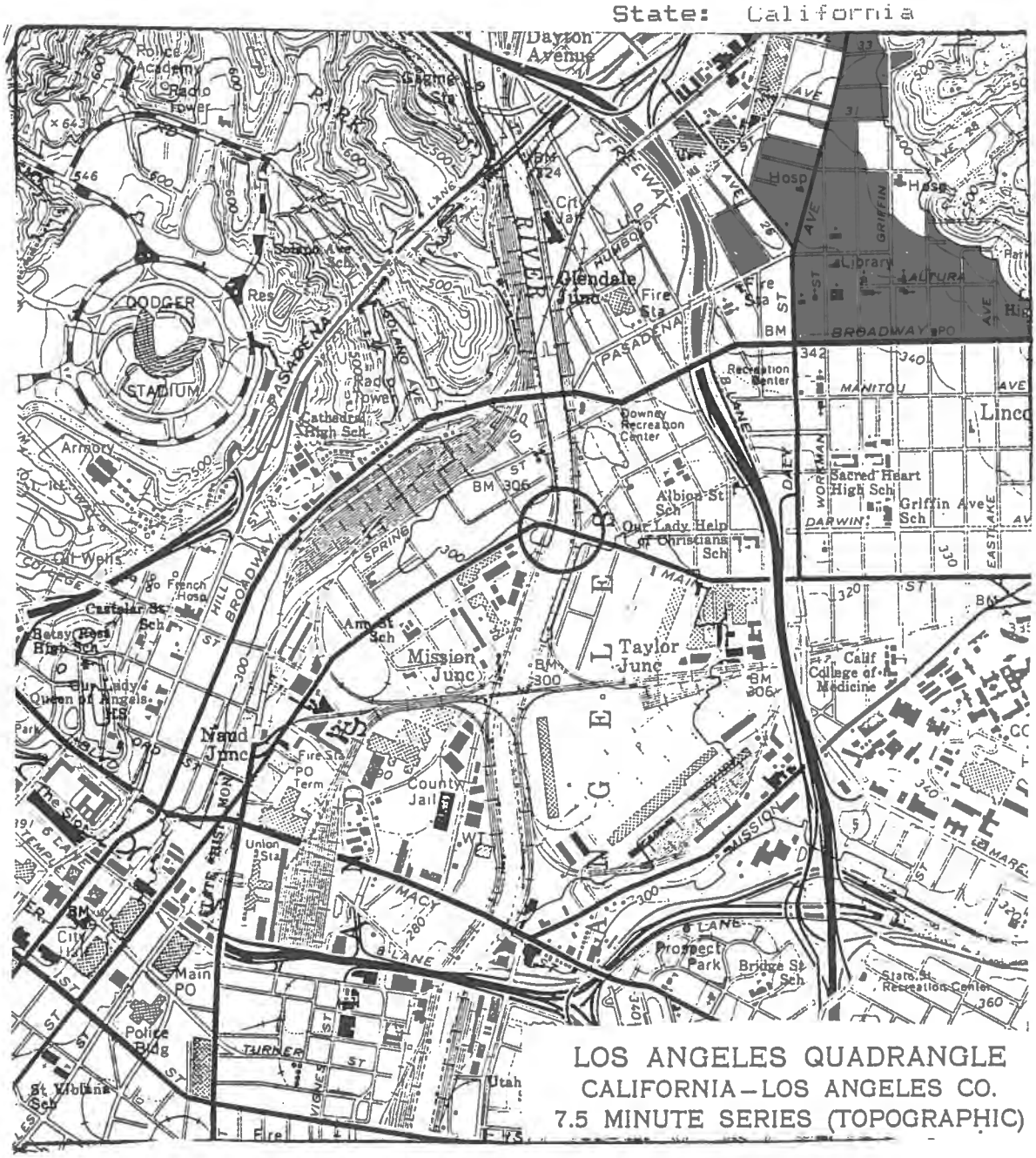
Invest Int: SDM
Entry Int: SDM
Done: yes
Update: 6/02/86
Rundate: 08/18/86
Assign Rate: 3

POINTS	
Date	20
Sign	12
Span	1
Leng	2
Tech	20
Lant	0
Rail	0
Pyl	0
Sprl	2
Text	2
Ped	0
Hist	3
Site	3
Stru	3
Loc	0
Des	-3
Feel	-2
TOTAL:	63

Comments:

The Main Street Bridge is one of twelve significant bridges across the Los Angeles River. This 1910 bridge was a pioneering essay in open-spandrel, 3-hinge reinforced concrete arch design. Although the plans are signed by the City Engineer, the arch design apparently originated with the German engineer, Hugo Eckhardt. It is a "compressive" hinge, after the European model, rather than the "isometric" three-hinge design that originated in the United States. It was the first three-hinge arch bridge of either sort in the Western United States. While the railing has been modified, the engineering elements for which it is significant are intact.

Bridge #:53C-1010 LA 8252
Common Name: Main Street Bridge
UTM Zone: 11 E: 387110
N: 3770028
River: Los Angeles River
Road: No. Main Street
Vicinity: Los Angeles
State: California

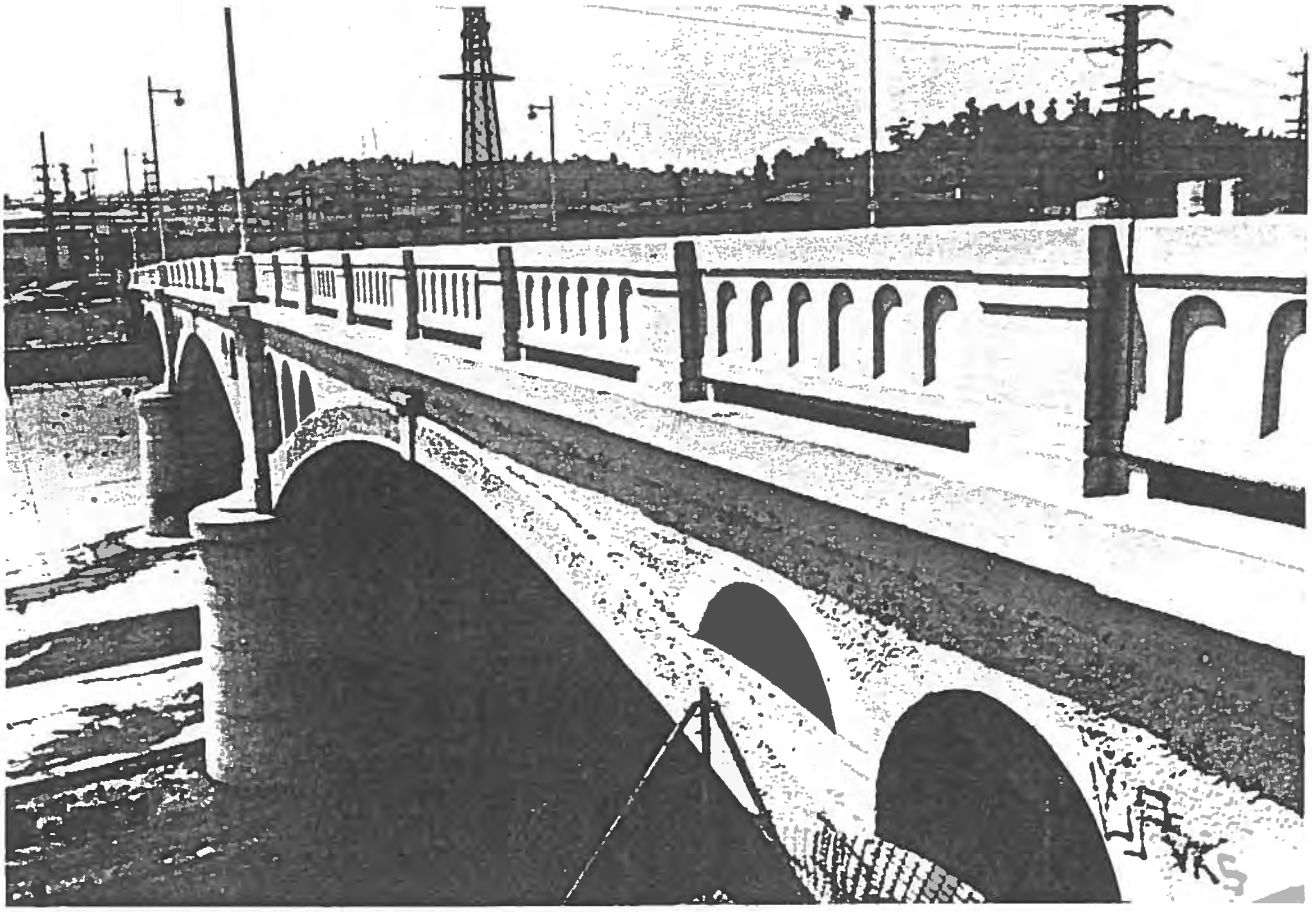


LOS ANGELES QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:24000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929



Appendix F:
Solar Manufacturing Corporation Building
Department of Parks and Recreation
523 Series Form

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State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 2S2
Other Listings
Review Code Reviewer Date

 Resource Name or #: Resource ID 3754, Solar Manufacturing Corporation

*

P1. Other Identifier: 4553 Seville Ave

* **P2. Location:** ☐ Not for Publication ☐ Unrestricted
***a. County** **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** **Date** **T ; R ; 1/4 of 1/4 of Sec 0 ; B.M.**
c. Address 4553 Seville Ave **City** Vernon **Zip**
d. UTM: (Give more than one for large and/or linear feature) **Zone , mE/ mN**
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN(s): 6308005009

* **P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The former Solar Manufacturing Corporation (Solar Mfg. Corp.) building, constructed in 1954, is a Late Moderne style industrial building with an office located at the primary elevation, a large warehouse to the rear, and a loading dock to the north. The building is located at the northwest corner of the intersection of Seville Avenue and E 46th Street, with its primary elevation facing east onto Seville Avenue. Railroad spur tracks run north of the building and a parking lot is located to the west.

The plan, while rectilinear, is irregular: the one-story office, a portion of which has a deep eave, wraps around the corner of the rectangular warehouse. Flat roofs cap the office and loading dock portions, while a parapet fronts the warehouse's three-saw tooth roof. The building is primarily clad with smooth stucco; however, a portion of the front office, where the entrance is located, is clad with multi-shaded red roman bricks. The brick work extends to a low planter box that surrounds the office portion of the building along both Seville Avenue and E 46th Street.

The asymmetrical primary elevation is composed of four masses each with its own height and setback: a variegated two-part front office to the south, a recessed loading dock to the north, and a tall warehouse to the rear. The recessed entrance, asymmetrically located to the south along the primary elevation, is composed of a set of aluminum framed glazed double doors. Set within aluminum mullions, side lights flank the door and a transom surmounts it. The entrance is accessed by three concrete steps. See continuation sheet.

* **P3b. Resource Attributes:** HP08 Industrial Building

* **P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Primary elevation, camera facing northwest. Photo by ICF. 11/29/2017

* **P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
1954 (Factual) Tax Assessor

* **P7. Owner and Address:**
4553 Seville LLC
4553 Seville Avenue
Vernon, CA 90058

* **P8. Recorded by:** (Name, affiliation, address)
Margaret Roderick
ICF International
601 W. 5th Street, Suite 900, Los Angeles, CA 90071

* **P9. Date Recorded:** 12/14/2017

* **P10. Survey Type:** (Describe)
Intensive

* **P11. Report Citation:** (Cite survey report/other sources or "none")
California High-Speed Rail Los Angeles to Anaheim: Historic Architectural Survey Report (ICF 2017)

* **Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

* Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

*** NRHP Status Code** 2S2

*** Resource Name or #:** Solar Manufacturing Corporation

B1. Historic Name: Solar Manufacturing Corporation

B2. Common Name 4335 Seville Avenue

B3. Original Use: Industrial Building

B4. Present Use: Industrial Building

*** B5. Architectural Style:** Late Moderne

*** B6. Construction History:** (Construction date, alterations, and date of alterations.)
Constructed in 1954 (Los Angeles County Assessor); reconstruction of concrete dock, north elevation alongside railroad tract in 1986 (City of Vernon Permit No. 53758); Steel building addition used for manufacturing, rear (west) elevation (City of Vernon Permit No. 56352, Los Angeles County Assessor, and visual inspection);

*** B7. Moved?** ☑ No ☐ Yes ☐ Unknown Date Original Location:

*** B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown

*** B10. Significance:** Theme Industry in Vernon Area City of Vernon

Period of Significance 1954 Property Type Light Industrial Applicable Criteria C

The subject property located at 4553 Seville Avenue is eligible for the NRHP and the CRHR under criterion C/1 as an exemplary and intact example of light industrial and Late Moderne architecture. The boundary is the parcel boundary and includes the building, its loading dock driveway along Seville Avenue, and the parking lot to the rear.

City of Vernon:

Merchant-rancher John B. Leonis and ranchers Thomas J. and James L. Furlong founded and incorporated the city of Vernon in 1905 on land reclaimed from the floodplain of the Los Angeles River. The city took its name from Vernon Avenue, which crossed through the center of town. The city founders wanted to take advantage of three major railroads running through the area to create an "exclusively industrial" city. Vernon's limited taxation and promise of no political or industrial strife attracted a handful of firms from downtown Los Angeles. Amid the gradual arrival of industrial firms, the city's founders took advantage of anti-vice blue laws instituted by middle-class moral reformers in other parts of Los Angeles to promote Vernon as "Sporting Town"—a center of the types of working-class leisure and entertainment targeted by reformist blue laws. Jack Boyle, for example, opened what he claimed to be the longest bar on earth in 1907 and established a boxing arena adjacent to the bar. Soon after, the Pacific Coast League constructed a baseball park abutting Doyle's bar for the Vernon Tigers. Vernon also earned a reputation for gambling and prostitution (Davis 1999:106-07; Moruzzi 1997:39).

Commanding a network that dominated Vernon's political offices and administrative positions for decades, Leonis remained committed to the goal of making his city the leading industrial center of metropolitan Los Angeles as nationwide anti-vice campaigns intensified during the 1910s, ultimately leading to National Prohibition in the 1920s. See continuation sheet.

B11. Additional Resource Attributes: HP08 Industrial Building

*** B12. References:**
See continuation sheet.

B13. Remarks:



*** B14. Evaluator:** Margaret Roderick
Date of Evaluation: 12/14/2017

(This space reserved for official comments.)

P3a. Description, continued:

Two secondary entrances are located to the north along the primary elevation near the loading dock and are accessed by a ramp. One entrance consists of two pairs of slab doors with one-light windows in the upper portion while the other entrance, which appears to be ADA accessible, is set of double glazed doors surmounted by a transom (alteration). A bezeled multi-light awning window is located north of the primary entrance. Additionally, four ribbon window configurations punctuate the primary elevation: three consist of bezeled, tall rectangular multi-light awning windows located at the office while the fourth consists of non-bezeled, short square multi-light awning windows located above the office in the warehouse portion of the building. Finally, the primary elevation's loading dock has three loading doors.

Composed of three masses, the south elevation faces south onto E 46th Street. Like the primary elevation, the south elevation has a variegated two-part office portion and a recessed warehouse portion. Also like the primary elevation, each mass has a different height and setback. At the two-part office portion a flat roof with a deep eave overhangs a brick planter box below, but a parapet rises above the office to the east. The corner office to the east is clad with multi-shaded red roman bricks while the office portion to the west is clad with smooth stucco, as is the warehouse. Tall, rectangular, bezeled multi-light awning windows form two ribbons; however, one set, surrounded by an inverted bezel instead, has been partially infilled (alteration). The warehouse has seven bays that extend west from the office portion of the building and is setback further from the street than the two office portions. Large multi-light metal frame awning windows are arraigned in configurations of two to four and are located in all but one bay. One bay, with a smaller window configuration, has a metal roll-up loading door while another bay consists of a solid wall.

The rear elevation has four bays: Three of which correspond to the original 1954 warehouse and a fourth formed from a 1988 metal warehouse addition appended to the original building. The original three bays of the warehouse denote the saw-tooth roof, but otherwise appear similar to the warehouse's south elevation with multi-light metal frame awning windows and loading doors (one of which appears to be an addition).

The north elevation appears to have large metal frame industrial windows separated by two loading platforms, but is not accessible from the public right-or-way.

B6. Construction History, continued:

in-kind re-stuccoing of a portion of the front office, primary (east) elevation (City of Vernon Permit No. 58174 and visual inspection); boarded-up windows at office portion, south elevation, mullions still visible, at an unknown date (visual inspection), and replaced secondary entrance for ADA Accessibility on office portion along Primary/north elevation at an unknown date (visual inspection).

B10. Significance continued:

According to historical geographer Mike Davis, in 1912 Vernon's leaders "annexed the neighboring Santa Fe classification yards," establishing a partnership with the giant corporation that became the city's leading landowner and industrial developer. They also used some of their sporting profits to build a new Bridge across the Los Angeles River and to pave Santa Fe Avenue (Davis 1999:107). The pace of industrialization in Vernon increased during World War I with the establishment of an oil company facility, metal works, and lumber yards and other construction materials suppliers' facilities. In 1920, Vernon annexed an additional 500 acres. Leonis and other industrial boosters established stockyards complexes on the land that would eventually support 27 Vernon Avenue slaughterhouses. Other portions of the land were leased for industrial development by the Los Angeles CMD. Revenue would be generated by fees charged for use of a junction railroad. Thus began the intensive industrialization of Vernon and the CMD (located partially within Vernon) according to a combination of German city-planning and American industrial scientific-management principles (Davis 1999:108–109; Moruzzi 1997:39).

Located within the area encompassed by the original CMD, Hobart Tower is a product of industrial expansion in Vernon and the CMD. Originally known as Manhattan Junction, Hobart Junction was established in 1894 by the Los Angeles Terminal

Railway, which would later become part of the Union Pacific, when the Los Angeles Terminal Railway moved an existing signal tower, the Mission Tower, to the site to control traffic between its main line and the AT&SF's Southern California Railway line. Located alongside a ranch owned by Terminal Railway executive B. F. Hobart, the site soon became known as Hobart Junction. In 1901 the Terminal Railway was reorganized into the San Pedro, Los Angeles & Salt Lake Company, which demolished the existing tower and constructed a new one in 1904. That company was reorganized into the Los Angeles and Salt Lake (now Union Pacific Railroad) in 1916. Within a decade, the Los Angeles and Salt Lake found it necessary partner with AT&SF to replace the 1904 tower and upgrade the junction's signaling and switching technology. The Mission Revival style Hobart Tower that stands at the junction site today was constructed in 1926 and equipped with larger and more efficient interlocking switch technology to control dramatically expanding freight traffic generated by industrialization in the Vernon/CMD area, which would increase further with completion of the largest produce terminal west of Chicago in the CMD the following year (Livingstone 2007:143-49, 151, 155).

With industrial production increasing by 41 percent in the Los Angeles area in 1924 alone, the intensive industrialization of Vernon and the CMD proved a resounding success. During the 1920s and 1930s, companies such as U.S. and Bethlehem Steel, Alcoa (aluminum), Owens (glass), American Can, and automaker Studebaker all set up shop in Vernon. Fed up by struggles with Southern California Edison, Leonis marshalled passage of a 1932 municipal bond measure for construction of Vernon's own light and power plant in order to provide cheaper utility rates to industrial firms (Davis 1999: 108-09; Moruzzi 1997:39). During the World War II years of the 1940s and the onset of the Cold War into the 1950s, Vernon attracted the aerospace firm of Norris Industries along with paper and cardboard suppliers, Bruswig (a drug company), food processors such as General Mills and Kal Kan, and meat packing operations (Davis 1999:109; Moruzzi 1997:39).

Vernon continues to be a major manufacturing and shipping center in Southern California despite the evolution of industry over the last 100 years. The city has embraced smaller industrial establishments like fashion design, garment making, film production, and waste recycling. Over 100 miles of railroad spurs continue to cross Vernon and mark it is a historically and enduringly industrial city (Moruzzi 1997:29).

Light industrial:

Commonly found in the Vernon and Commerce areas of the APE, the "light industrial" or "light manufacturing" property type is a version of industrial architecture focused upon the production process of smaller-scale items often directly consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight" (Ghosh 2005:170.) The term "light industrial" gains usage during the postwar era as city planners increasingly zoned for this property type.

Post-World War II U.S. light industrial architecture shares a consistent set of pragmatic needs and corresponding design features. Good industrial design of all types was to have a combination of features that included: speed of erection, enclosure free of obstructions, adequate daylight, low maintenance, provision for heavy fixtures, flexibility in use, ease of future expansion, and specialized production. (Munce 1960:88.)

So that a building may be erected quickly, American light industrial architecture of all types is often designed in a uniform system with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. In the U.S. elements of this process were refined after World War II, which demanded large new factories to be constructed in an instant to build weapons for the effort (Reid 1951:46–48). Compared to other countries, foreign writers discussing American industrial architecture perceived it as hyper-functional (Munce 1960:47). See continuation sheet.Regardless, the American architectural press perceived this same functionality as "really very wholesome" (Reid 1951:28).

North American light industrial architecture is commonly single story with a large, rectangular plan. For proximity's sake, as many of the processes as possible occur under one roof, and this concept develops from the earlier "consolidated works" (Bradley 1999:74–76). The single story is necessitated by the fact that the most evolved materials handling and transport technologies are horizontal rather than vertically acclimated. The square plan, of vast and open square bays, offered the most flexibility regarding potential alterations related to changing machines, layouts, and even building uses over time. To keep the

floor space open, locker rooms, restrooms, and other secondary amenities are often located in lofts, roof trusses, penthouses, or a mezzanine level (Munce 1960:39, Bradley 1999:29). The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns, but such spaces were used to supervise workers or for members of the public to view the production process removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways are other common features.

The reception and office areas are just off the main entrance and are often separated from the production area. The main entrance is often articulated and stylized in manner that the factory portion itself is not. An excellent example of this type in the APE is the Shrimpton Manufacturing and Supply Building at 2700 South Eastern Avenue in the city of Commerce.

Such stylization at the main entrance, along with stylized reception and office areas, was designed to impress potential clients and visitors. But additionally, main entrance and lobby stylization was proposed as a morale booster for workers who would need to enter through it en route to the production area. Additionally it was hoped this feature might keep the workers tidy, as at any moment they could be sharing the space with visitors. (Munce 1960:39.)

Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal frame with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting at exterior walls alone would not be enough to disperse across the span of a large floor and top lighting would be used. In instances where top lighting is natural, industrial buildings would commonly incorporate a "sawtooth" roof.

The term comes from the exterior profile of such roofs of repeating, jagged points akin to the teeth of a saw. The long, repeating angled banks of windows contain north-facing glazing, so as to allow in light but never the penetrating sun that would occur with south-facing glazing. Early fire insurance specialists first advocated the use of such roofs in America about 1879 (Bradley 1999:192). By 1890 such roofs were in widespread use, primarily in the textile industry buildings, and would become prevalent in any variety of industrial architecture until World War II (Bradley 1999:193). Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss systems that alleviate the need for columns (Bradley 1999:192). After 1952, only 15 percent of American factories and manufacturing buildings of any type had top lighting (Munce 1960:50, Reid 1951:28–29). For its consistency of illumination, artificial lighting became increasingly desirable, though a degree of natural light is presumably still desired.

Arguably more than any other building type, the time and thought of planning industrial architecture is front-loaded compared to the rapidity with which the building was to be completed; lost time was lost productivity and profit. The approach mastered by Albert Kahn of assembling a consortium of engineering and factory design experts became common in the mass production era of the 1920s and gained even more momentum after World War II, when architectural firms hired these experts as in-house staff. This is seen as a distinctly North American approach, and such firms designed numerous if not most postwar American factories and other industrial buildings (Munce 1960:55). Such firms, which often featured a civil engineering component, would later become responsible for designing the major infrastructure and other institutional buildings of emerging cities, including postwar Los Angeles.

The flow of materials and employees, along with order of production within a space called "process engineering," were among pre-planned elements. Mid-century factory design dictated that machines rather than human handling should be used whenever possible to transform raw materials into a finished product.

Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings the conveyor would connect the three separate portions, in the most efficient manner possible. Rollers, forklifts, and, for larger-scale buildings, gantry and other cranes were also used to efficiently transport materials. (Munce 1960:55.)

Efficient movement of materials was not just an issue taken up within factory walls, but the building's location became equally vital. The earliest industrial architecture was located near waterways, and later roads. With the advent of the locomotive, the

property type would be constructed near railways. This contextual relationship has remained consistent through the present day.

Moderne:

Moderne architecture is a diverse category that groups together various modernistic and modern subtypes that evolved alongside and largely contrasted the sleeker and more austere modernism of the International style (discussed in detail below) and proved more popular prior to World War II, but eventually registered the growing influence of the International style. The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne in the 1930s and 1940s to Late Moderne in the late 1940s and 1950s. Although Art Deco architecture is not prevalent within the APE, its influence is, while both Streamline Moderne and Late Moderne have a much stronger presence within portions of the APE.

A European import, Art Deco receives its name from Paris's 1925 Exposition des Arts Decoratif. The style took shape as a means of enlivening simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age. The style proved well fitted to movie and stage theaters, but was also executed in many monumental public and commercial buildings. In marked contrast to the absence of historicism and horizontal emphasis of many International style buildings, Art Deco buildings had vertical emphasis, often evoked associations with pre-modern architecture (Gothic, Greek, Egyptian, Mayan, Aztec, Chinese), and made use of bold, repetitive, geometric forms and decorative motifs (fluting, zig-zags, chevrons, sunbursts, and crenellation or shaped parapets, for example). Façades were often organized in a series of setbacks and featured vertical projections above roof lines. Exterior surface materials of Art Deco buildings often consisted of concrete, stone, terracotta, steel, and aluminum (Gelernter 1999:241–243). No large or well-articulated examples of Art Deco architecture are present within the APE. A modest example of a building within the APE registering Art Deco influence is the concrete façade of the office fronting the building at 4000 East Washington Boulevard. The entrance and pairs of punched windows are flanked by stepped pilasters that rise above the rest of the low parapet, which forms a stepped gable above the main entry.

Streamline Moderne architecture was distinguished from Art Deco by its horizontal emphasis and by an aesthetic that suggested movement and evoked associations with aerodynamically designed transportation technology (ships, locomotive engines, airplanes) rather than with pre modern architecture. Streamline Modern buildings are often asymmetrically arranged and typically have flat roofs. The main identifier of the style is curved elements and teardrop forms, including corners, end walls, windows, overhangs, pipe railing, and projecting entry shelters. Exterior surfaces tend to be smooth and covered mainly in stucco, although finish materials also sometimes include concrete, aluminum, and stainless steel. Like early International style buildings, Streamline Moderne buildings frequently feature horizontal bands or ribbons of steel-framed windows. Some have glass block or nautical portal windows. While some Streamline Buildings make use of limited fluting or chevron bands associated with Art Deco, more prevalent are raised coping, string courses, and other horizontal accents (Gelernter 1999:249–250; Christopher A. Joseph & Associates 2009:12–13). Such features are present in the design of the Streamline Moderne Val Vita building located within the APE at 1747 West Commonwealth Avenue in Fullerton. Except for a cubic element rising from the roof, this symmetrically arranged example of the style has curved corners, uniformly stucco exterior wall surfaces, and a flat roof with a low coping-lined parapet. Sheltered by a small rectangular canopy, the centered main entry is recessed within a prominent rounded volume with flanking pilasters that rise higher than the parapet. Situated between glass-block sidelights, the entry door is accessed via concrete steps outlined by curved metal railing. A pattern of four string courses is interrupted by square steel-framed windows across the façade, each of which occurs below and above rectangular louvered vents.

Descending from Streamline Moderne's emphasis on curved corners and teardrop forms, Late Moderne architecture emerged in the late 1930s and grew increasingly prominent during the 1940s and 1950s. Although limited curvature survived in some Late Modern buildings, the style put greater emphasis on angularity, while extensive stucco surfaces gave way to greater use of brick, stone, and concrete. Late Moderne contrasted the International style in terms of the warmth of these finish materials, its decorative idiom of pylons, fins, and grid patterns, and its weightier massing of volumes. However, as explained by Alan Hess, Leslie Heumann, and Maggie Valentine, it also resonated with the International Style in its "compositions of solid rectilinear volumes placed in balanced contrast to each other, often with large windowless expanses, punctuated by ribbon or rectangular windows or openings," and in its "display entries and display windows….often exaggerated in size for visibility" (Hess et.al.

1996:17). The leading feature distinguishing the Late Moderne style is the bezeled window: the window outlined by a protruding frame typically made distinct from the wall through contrasting material and color, with the bezel often stretching past window openings, continuing across corners, and sometimes descending the wall at a right angle and continuing to its base (Hess et al. 1996:18).

A significant example of Late Moderne architecture within the APE is the office wing of the large building at 2620 Commerce Way in Commerce. The office wing incorporates rectilinear one- and two-story volumes. The north end of the flat-roofed two-story volume features a deep bezel framing a dynamic arrangement of full-height plate-glass windows with aluminum mullions, stack bond Roman brick veneer, a smaller bezeled window with balconet, and a Roman brick planter. Bezeled steel-framed multi-pane windows punctuate the east and west sides of the second story. A long flat-roofed office wing radiating eastward is punctuated by an unbroken horizontal band of steel-framed, multi-pane fixed and awning windows. The primary entrance is marked by a long canopied walkway framed by a tall brick planter that extends to the west and culminates in a wedge-shaped cantilever.

Evaluation

While the subject property located at 4553 Seville Avenue is associated with the development of the City of Vernon as an "exclusively industrial" center, it does not correspond to major industry of the 1950s. Solar Manufacturing Corporation operated from this location from 1954 to c.1973. Originally based in North Bergen New Jersey, Solar Manufacturing Corporation is an electronics manufacturing company that appears to have existed since the early 1900s, though its original incorporation date is unknown. In 1936 the company went public with an initial offering of 85,000 shares at $5.25 cents per share. In 1950 the company filed for bankruptcy and reorganized that same year, under the same name, which is often presented as "Solar Mfg. Corp." A 1952 classified advertisement identifies Solar Mfg. Corp. as a two year old company (LAT 10/29/1952. Page 41). Solar Manufacturing Corporation appears to have been an electronics company that was, in the words of its classified employment ads, "Not limited to the defense industry" during the post- World War II era. The company appears to have designed electronic components, and billed itself as the "west coast leading capacitor manufacturer." Over time, the company released classified ads for electrical engineers, chemical engineers, and specialists in ceramics production, electrical measuring devices, capacitors, process machinery, in addition to tool and die equipment. In 1953 the enterprise had a facility on 2901 E. Slauson Avenue in nearby Huntington Park, and appears to have relocated to the light industrial Late Moderne office and warehouse, built for the company, at 4335 Seville Street the following year.

Vernon was not a primary aerospace or high tech node for Southern California. And unlike areas such as Santa Monica-El Segundo, Burbank-Glendale-North Hollywood, Orange County, or Chatsworth-Canoga Park, Vernon was not an electronics manufacturing node either. Instead, major industries in the City of Vernon, particularly in the 1950s, included paper and cardboard suppliers, food-processors, and meat packing operations, along with miscellaneous other businesses. For Vernon, Solar Manufacturing Corporation as a post war electronics enterprise does not therefore fit a significant local pattern related to aerospace, high tech, or the electronics industry development that informed both. The company appears to have been one of numerous regional electronics facilities present across the Southern California, is not present within a node within the region historically associated with the electronics industry, and based off historic research is not a company or the maker of a product that was distinctive or important in a manner warranting NRHP or CRHR eligibility under Criterion A/1.

No persons have been discovered who have a significant association with this building or the Solar Mfg Corp, the business that operated at 4533 Seville Avenue. Therefore, the subject property located at 4553 Seville Avenue does not appear eligible under NRHP Criterion B or CRHR Criterion 2.

While permit research did not yield an architect, engineer, or builder responsible for the design or construction of the subject property located at 4553 Seville Avenue, the building is an expressive example of light industrial architecture as articulated in the historic context statement. Its light industrial features include: single story horizontality to accommodate functional needs, the box-like plan of the works component which is topped with a sawtooth roof, rhythmically spaced window bays at side elevations to allow natural light, and an articulated office and reception component. The integrity of process and manufacturing elements of light industrial architecture as described in the context statement is unknown, as site access is presently unavailable.

The Solar Manufacturing Corporation building is also an expressive and important example of Late Moderne architecture. The property possesses an artistic and thoughtful arrangement of the front office attached to the rear warehouse. As typical of Late Moderne architecture, the weighty massing of the building's angular composition is formed by "solid rectilinear volumes placed in balanced contrast to one another" through the three-part, one-story office portion located at the primary and south elevations, the recessed truck loading dock to the north of the office, and the sawtooth-roofed warehouse to the rear. Also typical of Late Moderne architecture, both Roman brick and stucco clad the building, and the numerous sets of bezeled ribbon windows punctuate the otherwise blank walls. The primary entrance is not exaggerated in size for visibility. However, it is emphasized by its location, set within the office portion clad with Roman brick rather than stucco. From the primary elevation the warehouse is hidden, emphasizing the desire to impress clients and visitors, while also likely boosting worker's morale. Yet, the warehouse was also thoughtfully designed to accompany the stylized and impressing office space; the south elevation also hides the saw-tooth roof from pedestrian view and its walls are punctuated by industrial awning windows, similar to those located at the office. Both the front office and the rear warehouse, with their variegated setbacks and heights, were carefully designed to include major features of Late Moderne architecture design and traditional warehouse construction. Because of the above Solar Manufacturing Corporation is NRHP and CRHR eligible under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, the subject property located at 4553 Seville Avenue is not a significant source or likely source of information regarding history. The subject property does not have any likelihood of yielding important information about historic construction materials or technologies.

Integrity

4553 Seville Avenue retains integrity of location, design, setting, materials, workmanship, feeling, and association. Regarding setting, the area surrounding the subject property was primarily developed in the Post-World War II era as an industrial zone, typical of development in the City of Vernon. Although a couple of surrounding buildings have undergone alterations, the immediate area is still industrial and consists of warehouses and other industrial buildings. In addition, railroad tracks from the era, such as the line just north of the subject property, are still in use today. The subject property has minor alterations, but none that interfere with or detract from the building's design, materials, workmanship, feeling, or association as an important example of light industrial Late Moderne architecture.

B12. References continued:

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Detail of primary elevation, camera facing south. ICF 2017.



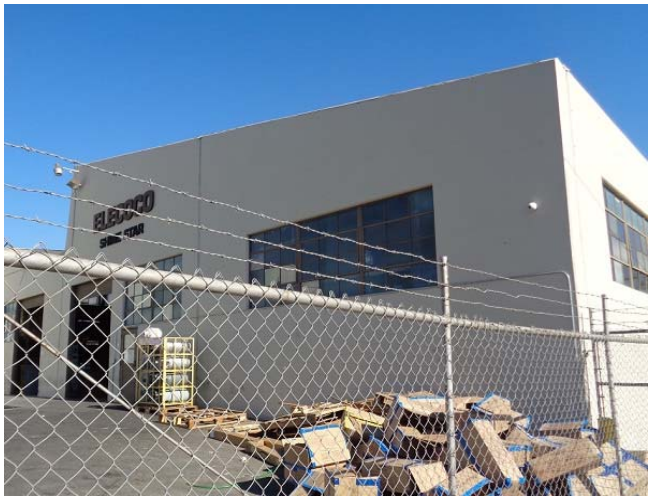
South elevation, camera facing northwest. ICF 2017.



detail of south elevation, camera facing east. ICF 2017.



South elevation, warehouse, camera facing northeast. ICF 2017.



Rear elevation, camera facing northeast. ICF 2017.



North elevation, camera facing west. ICF 2017.

Appendix G:
Malabar Yard Railroad Infrastructure
Department of Parks and Recreation
523 Series Form

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P3a. Description:

This resource includes three areas of non-contiguous railroad-related infrastructure in the City of Vernon: Malabar Yard; Atchison Topeka & Santa Fe (AT&SF) Siding; and Los Angeles Junction (LAJ) Siding.

Malabar Yard extends from Vernon Avenue/Pacific Boulevard on the north to Fruitland Avenue on the south and occupies the space formerly devoted to Malabar Street. The yard, which is trapezoidal in shape, is bounded by buildings to the east and west. At its widest point, eight (8) tracks run parallel.

This DPR updates the description of Malabar Yard as follows:

The most prominent piece of signaling equipment is a "wigwag" crossing signal located at the south shoulder of 49th Street just west of Malabar Yard. It consists of a base, pole mast, cantilever, and bracket arm. Union Switch and Signal Company (US&S) made the base, a cast iron relay case, which was originally developed for their "Type B" semaphore signs and search lights (Furtado 2020). A painted metal pole mast with round capping sits atop the base. A double-rod metal cantilever is affixed to the pole. What appears to be an encased metal call box is affixed to the center of the mast, facing toward 49th Street. The wigwag has a standard "two position, lower quadrant" metal motor box, made by the Magnetic Signal Company, which operates the Wigwag; magnets in the motor box cause the wigwag's circular banner (sometimes referred to as a flag) to move to and fro. The motor box has a vaulted cap and is backed by a metal bell (Magnetic Signal Co. 1922:6). The banner is a white disk with a black cross pattern and black edge, and contains a centered red light. The cantilever is supported by a double-rodded bracket arm arranged beneath it. The mast, cantilever, and bracket were AT&SF standard designs seen elsewhere along BNSF lines (Furtado 2020). The present banner is a recent replacement handmade by a BNSF signal maintainer (Furtado 1999-2019).

AT&SF Siding branches off the eastern side of Malabar Yard, as a single track and is still extant.

LAJ Siding is not connected to the other two portions of this resource; rather, it extends north-south along Seville Street from Leonis Boulevard, then curves east then north between buildings.

This DPR does not update the description of the AT&SF Siding or the LAJ Siding.

P.11 Report Citation:

HDR Inc. 2020. *Supplemental Cultural Resource Report*. Link Union Station Project. Prepared for Metro, Los Angeles, California.

B10. Significance:

Colleen Davis, ICF, evaluated this resource in 2018 for the purposes of the *California High-Speed Rail Los Angeles to Anaheim: Historic Architectural Survey Report*. Davis found it to be not eligible for the National Register of Historic Places under any criteria and assigned it a California Office of Historical Resources status code of 6Z: Found Ineligible for National Register, California Register, or Local designation through survey elevation. The California State Historic Preservation Officer concurred with the not eligible finding on May 17, 2019.

Context provided in the 2018 evaluation included: Vernon; the Central Manufacturing District; and Railway Infrastructure in the APE. None of these historical contexts were revised for the purposes of this Update.

Evaluation under NRHP/CRHR Criterion C/3 is updated as follows:

With its US&S Type 2 case, round-capped mast, double-armed cantilever and bracket, two-position lower quadrant magnetic flagman banner, the wigwag signal was once commonly seen along various AT&SF lines. This particular example is known as the "Vernon Wigwag" according to multiple railroad history and appreciation forums that describe this wigwag signal to be the last in-situ example remaining in Southern California (Ballard 2014; Furtado 1999-2019; Trainorders.com 2019). Other similar signals have been relocated to museums across the region and state, while others remain in-situ across Central and Northern California, and across the West (Furtado 1999-2019). Now distinctive due to relative rarity in Southern California, this example was one of a multitude of its type, and its rarity in Southern California does not bestow significance. Nor does the presence of the wig-wag signal render Malabar Yard more significant.

Evaluations under NRHP/CRHR criteria A/1, B/2, and D/4 are not updated for the purposes of this project.

Overall the Railroad Infrastructure in Vernon exhibits fair-to-poor integrity. The wigwag associated with Malabar Yard has one alteration: the banner is a handmade replica produced within the last ten years. The replica banner has the flat white disk, black cross pattern and red light design of the original. However, this banner looks unusually thin and insubstantial, flattened, and lacking the original design's sunshade. The replica operates like the original banner. However, given that the banner is a prominent design feature of the signal, this alteration compromised the wigwag's design and integrity, which is poor-to-fair.

In conclusion, the wigwag at Malabar Yard is not eligible for the NRHP or CRHR under any criteria individually or as part of Malabar Yard. It does not display significance under NRHP/CRHR Criterion C/3 nor does it maintain a high level of integrity. Therefore, the Railroad Infrastructure in Vernon remains not eligible for the NRHP/CRHR and retains its 6Z status code.

B12. References:

Ballard, Michael F. 2014. "Wigwags in Southern California- Part 1." *Southern California Regional Rocks and Roads*. https://socalregion.com/wigwags-in-southern-california/

Freericks, Charles. 2019. "The Last Wigwag in So Cal." *Trainorders.com* https://www.trainorders.com/discussion/read.php?1,4801174

Furtado, Dan. 1999-2019. "Wigwag Master List," *Dan's Wigwag Site*. http://www.trainweb.org/dansrailpix/masterlist.htm

Furtado, Dan. Email correspondence with Daniel Paul. February 4, 2020.

Magnetic Signal Co. c. 1922. *Catalogue C (Magnetic Wigwag Crossing Flagman: Signal Accessories and Supplies).* Magnetic Signal Co: Los Angeles, CA.

Solomon, Brian. 2003. *Railroad Signaling.* Minneapolis, MN: Voyager Press.

P5a. Photograph



P5b. Description of Photo: Wigwag signal. 49th Street at Malabar Yard, Vernon. View west. ICF, 2017.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

 Resource Name or #: Resource ID 3753

*

P1. Other Identifier: Railroad Infrastructure in Vernon

* **P2. Location:** ☐ Not for Publication ☐ Unrestricted

***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** **Date** **T ; R ; 1/4 of 1/4 of Sec** 0 **; B.M.**

c. Address **City** **Zip**

d. UTM: (Give more than one for large and/or linear feature) **Zone , mE/ mN**

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN(s): 6308001805; 6308001810; 6308002018; 6308002803; 6308004800; 6308004801; 6308007805; 6308007810; 6308007903; 6308008800; 6308008803; 6308008804

* **P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This DPR evaluates Railroad Infrastructure in Vernon, CA. The evaluation includes three areas of railway infrastructure intersecting at irregularly shaped sections of the Area of Potential Effects (APE) in the industrial City of Vernon. The subject resources- depicted in the sketch map below, and in a larger image upon a continuation sheet- is located in an area discontiguous from the existing/proposed railway alignment and located approximately 1¼ mile southwest of it (discontiguous APE). For the purposes of this evaluation, the three areas of railway infrastructure intersecting the discontiguous APE will be described as 1) Malabar Yard; 2) Atchison Topeka & Santa Fe (AT&SF) Siding; and 3) Los Angeles Junction Railway (LAJ) Siding.

Several buildings constructed in and around the subject railroad infrastructure resources are located within the discontiguous APE. These buildings, near which the subject railroad infrastructure elements are all located, are Resource ID numbers 3734, 3735, 3736, 3738, 3747, 3751, 3755, and 3762 as identified the present technical report and its APE map attachment, pages B-67 and B-68.

Please see continuation sheet.

* **P3b. Resource Attributes:** HP39 Other

* **P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
AT&SF Siding. View southwest. ICF, 2018.

* **P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
Circa 1920-1953 (Estimated) Professional Opinion

* **P7. Owner and Address:**
A T And S F Ry Co; Bnsf Railway Company; Pasha And Associates Llc; L A Junction Ry Co; At And Sf Ry Co; L A Junction Ry Co; A T And S F Ry Co; A T And S F Ry; Lacmta; A T And S F Ry Co; At And Sf Ry Co

* **P8. Recorded by:** (Name, affiliation, address)
Colleen Davis, Architectural Historian, ICF
601 W. 5th Street, Suite 900, Los Angeles, CA 90071

* **P9. Date Recorded:** 1/12/2018

* **P10. Survey Type:** (Describe)

* **P11. Report Citation:** (Cite survey report/other sources or "none")
California High-Speed Rail Los Angeles to Anaheim: Historic Architectural Survey Report (ICF 2018)

* **Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

* Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

*** NRHP Status Code** 6Z

*** Resource Name or #:**

B1. Historic Name: None

B2. Common Name Railroad Infrastructure in Vernon

B3. Original Use: maintenance yard; Railroad

B4. Present Use: Railroad maintenance yard; Railroad

*** B5. Architectural Style:** N/A

*** B6. Construction History:** (Construction date, alterations, and date of alterations.)

Railroad Infrastructure in Vernon in the APE was constructed between 1920 and 1953, undergoing several expansions and changes. The Malabar Yard had evolved from a single track to a railyard by 1927. By 1938, it had expanded to approximately its current size. The AT&SF Siding was initially established by 1927 but had both lost an original prong and gained a new prong by 1953. By 2017, the new prong had been removed. The LAJ Siding was constructed by 1953.

*** B7. Moved?** ☑ No ☐ Yes ☐ Unknown Date Original Location:

*** B8. Related Features:**

B9a. Architect: N/A b. Builder: N/A

*** B10. Significance:** Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

The subject resources of Vernon Railroad Infrastructure as present within the project APE are not eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The analysis was completed in accordance with Section 15064.5 (a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code and is not a historical resource for the purposes of CEQA.

Development of rail infrastructure in Vernon is inextricably connected with the founding of the city itself, the industrial development of the region (including rail transportation infrastructure) and the establishment and growth of Central Manufacturing District (CMD).

Vernon

Merchant-rancher John B. Leonis and ranchers Thomas J. and James L. Furlong founded and incorporated the city of Vernon in 1905 on land reclaimed from the floodplain of the Los Angeles River. The city took its name from Vernon Avenue, which crossed through the center of town. The city founders wanted to take advantage of three major railroads running through the area to create an “exclusively industrial” city. Vernon’s limited taxation and promise of no political or industrial strife attracted a handful of firms from downtown Los Angeles. Amid the gradual arrival of industrial firms, the city’s founders took advantage of anti-vice blue laws instituted by middle-class moral reformers in other parts of Los Angeles to promote Vernon as “Sporting Town”—a center of the types of working-class leisure and entertainment targeted by reformist blue laws. Jack Boyle, for example, opened what he claimed to be the longest bar on earth in 1907 and established a boxing arena adjacent to the bar. Soon after, the Pacific Coast League constructed a baseball park abutting Doyle’s bar for the Vernon Tigers. Vernon also earned a reputation for gambling and prostitution (Davis 1999:106-07; Moruzzi 1997:39).

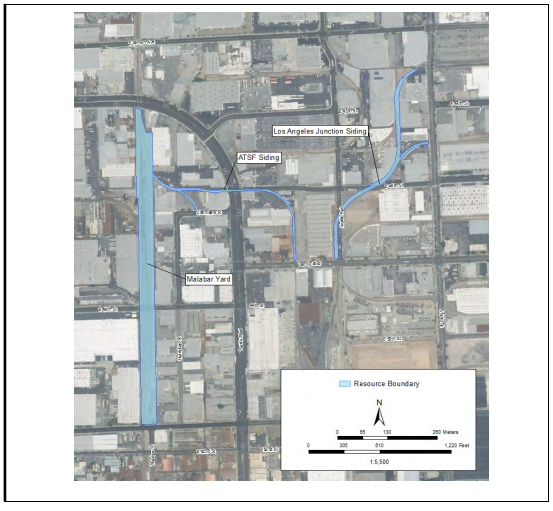
Please see continuation sheet.

B11. Additional Resource Attributes: HP39 Other

*** B12. References:**

See continuation sheet.

B13. Remarks:



*** B14. Evaluator:** Colleen Davis

Date of Evaluation: 1/12/2018

(This space reserved for official comments.)

P3a. Description, continued:

Malabar Yard

The Malabar Yard extends from Vernon Avenue/Pacific Boulevard on the north to Fruitland Avenue on the south and occupies the space once devoted to Malabar Street. The yard consists of a trapezoidal shape footprint set between buildings arranged to the east and west. The primary elevations of the buildings on the east side of the yard face Hampton Avenue, Pacific Boulevard, and 49th Street with their rear or non-primary elevations facing the yard. Similarly, the primary elevations of the buildings on the west side of the yard face Santa Fe Avenue, Pacific Boulevard, and 49th Street with rear/non-primary elevations facing the yard.

A single tracks enters the yard from the north across Pacific Boulevard, then flares out into multiple tracks. The yard currently consists of up to eight (8) parallel sections of track arranged north-to-south. The yard has changed and expanded extensively over time.

AT&SF Siding

A rail siding branches off of the eastern side of the Malabar Yard within the discontiguous APE. This siding is known for the purposes of this evaluation as the AT&SF Siding. Like the Malabar Yard, this rail siding is also associated with AT&SF. It consists of single track veering off of the east side of the Malabar Yard, dipping slightly south before traversing due east along 46th Street before turning south between the buildings that face Seville Street and Pacific Boulevard, to Leonis Boulevard. This section of the siding still exists. Another segment of this siding once veered south immediately after exiting from the east side of Malabar Yard. Although the track associated with it has been removed, the space it occupied between the buildings remains.

LAJ Siding

Another rail siding is extant within the discontiguous APE. This rail siding is associated with the Los Angeles Junction Railway and, for the purposes of this evaluation, is known as the LAJ Siding. The LAJ Siding consists of track included in the northeast branch of the project footprint Y described above and appeared first on the 1953 Los Angeles Quadrangle USGS Topographical map. This siding travels north-south along the west side of Seville Street from Leonis Boulevard. It cuts east across Seville Street just south of 46th Street. Heading diagonally northeast, the track then cuts across 46th Street, forking into two prongs north of 46th Street. One of these prongs heads due north while the other heads due east across Soto Street.

B10 Significance, continued:

Commanding a network that dominated Vernon's political offices and administrative positions for decades, Leonis remained committed to the goal of making his city the leading industrial center of metropolitan Los Angeles as nationwide anti-vice campaigns intensified during the 1910s, ultimately leading to National Prohibition in the 1920s. According to historical geographer Mike Davis, in 1912 Vernon's leaders "annexed the neighboring Santa Fe classification yards," establishing a partnership with the giant corporation that became the city's leading landowner and industrial developer. They also used some of their sporting profits to build a new viaduct across the Los Angeles River and to pave Santa Fe Avenue (Davis 1999:107). The pace of industrialization in Vernon increased during World War I with the establishment of an oil company facility, metal works, and lumber yards and other construction materials suppliers' facilities. In 1920, Vernon annexed an additional 500 acres. Leonis and other industrial boosters established stockyards complexes on the land that would eventually support 27 Vernon Avenue slaughterhouses. Other portions of the land were leased for industrial development by the Los Angeles CMD. Revenue would be generated by fees charged for use of a junction railroad. Thus began the intensive industrialization of Vernon and the CMD (located partially within Vernon) according to a combination of German city-planning and American industrial scientific-management principles (Davis 1999:108–109; Moruzzi 1997:39).

Located within the area encompassed by the original CMD, Hobart Tower is a product of industrial expansion in Vernon and the CMD. Originally known as Manhattan Junction, Hobart Junction was established in 1894 by the Los Angeles Terminal

Railway, which would later become part of the Union Pacific, when the Los Angeles Terminal Railway moved an existing signal tower, the Mission Tower, to the site to control traffic between its main line and the AT&SF's Southern California Railway line. Located alongside a ranch owned by Terminal Railway executive B. F. Hobart, the site soon became known as Hobart Junction. In 1901 the Terminal Railway was reorganized into the San Pedro, Los Angeles & Salt Lake Company, which demolished the existing tower and constructed a new one in 1904. That company was reorganized into the Los Angeles and Salt Lake (now Union Pacific Railroad) in 1916. Within a decade, the Los Angeles and Salt Lake found it necessary partner with AT&SF to replace the 1904 tower and upgrade the junction's signaling and switching technology. The Mission Revival style Hobart Tower that stands at the junction site today was constructed in 1926 and equipped with larger and more efficient interlocking switch technology to control dramatically expanding freight traffic generated by industrialization in the Vernon/CMD area, which would increase further with completion of the largest produce terminal west of Chicago in the CMD the following year (Livingstone 2007:143-49, 151, 155).

With industrial production increasing by 41 percent in the Los Angeles area in 1924 alone, the intensive industrialization of Vernon and the CMD proved a resounding success. During the 1920s and 1930s, companies such as U.S. and Bethlehem Steel, Alcoa (aluminum), Owens (glass), American Can, and automaker Studebaker all set up shop in Vernon. Fed up by struggles with Southern California Edison, Leonis marshalled passage of a 1932 municipal bond measure for construction of Vernon's own light and power plant in order to provide cheaper utility rates to industrial firms (Davis 1999: 108-09; Moruzzi 1997:39). During the World War II years of the 1940s and the onset of the Cold War into the 1950s, Vernon attracted the aerospace firm of Norris Industries along with paper and cardboard suppliers, Bruswig (a drug company), food processors such as General Mills and Kal Kan, and meat packing operations (Davis 1999:109; Moruzzi 1997:39).

Vernon continues to be a major manufacturing and shipping center in Southern California despite the evolution of industry over the last 100 years. The city has embraced smaller industrial establishments like fashion design, garment making, film production, and waste recycling. Over 100 miles of railroad spurs continue to cross Vernon and mark it is a historically and enduringly industrial city (Moruzzi 1997:29).

Central Manufacturing District

The highest concentration of early industrial development along the AT&SF railroad corridor within the APE occurred southeast of downtown Los Angeles at the northwest end of the APE. Portions of rail development within the heart of this industrial development is the subject of the present analysis. Originally characterized by a mix of industrial, agricultural, and working-class residential uses, the area roughly boarded by North Broadway (north), Alameda Street (west), Ninth Street (south), and the Los Angeles River (east) was increasingly dominated by industrial manufacturers during the first decades of the 20th century. Industry in this area was characterized by railroad-related warehouses and other facilities and by local "sweatshop' factories that produced furniture, apparel, foundry items, machine parts, baked goods and other food items. The area to the south and southeast of Los Angeles's original industrial district would be developed as the home of more capital-intensive industrial plants specializing in mass-produced goods and durables: the Central Manufacturing District (CMD) (Davis 1999:99; Los Angeles Conservancy 2013:2).

The story of the Central Manufacturing District (CMD) begins in Vernon. Founded by John Leonis and incorporated as a city in 1905, from its incorporation Vernon was geared to business and industrial development rather than residential development, and as of 2015 has a population of only 114 residents (U.S. Census 2015). Apart from a few deaths or relocations, Vernon's main administrative staff and city council remained unchanged for nearly a half century. Although Vernon originally gained a reputation as a center of morally suspect working-class entertainments—saloons, gambling, prostitution, boxing matches—it also expanded geographically and lured iron and metal works, lumber and building materials, and oil companies through low taxes. Financed by Chicago capitalists and the AT&SF Railway, and modeled on Chicago's CMD, the Los Angeles CMD took shape immediately east of Vernon around the Los Angeles Union Stockyards Company as a carefully planned and scientifically managed industrial district. Along the AT&SF corridor, the CMD quickly expanded to the south as well as to the southeast, into Bandini (today's Commerce) and thereafter spread farther southeast into Santa Fe Springs and onto Buena Park in Orange County. By 1929 over 300 industrial manufacturing companies employed approximately 16,000 workers in Vernon and the CMD. By the late 1930s, only Detroit and Akron surpassed the output from Los Angeles auto-manufacturing and rubber plants

within and in the vicinity of Vernon and the CMD established by companies such as Ford, Chrysler, Studebaker, Buick-Oldsmobile-Pontiac, Firestone, Goodyear, Goodrich, and Samson. Other Vernon-CMD companies included Willys-Overland, Proctor and Gamble, Continental Can, Pittsburgh Plate Glass, Willard Storage Battery, American Maize Products, General Mills, Kal Kan, Alcoa, U.S. Steel, and Bethlehem Steel (Davis 1999:103–115, English and GuneWardena 1997:37–38, Moruzzi 1997:29; Viehe 1991:44).

Railway Infrastructure in the APE

The main section of the APE follows the alignment developed in 1887–1888 between Los Angeles and Santa Ana by the Riverside, Santa Ana & Los Angeles Railway Company, a subsidiary of the AT&SF Railway. This line became part of the AT&SF's extensive railroad network in Southern California. In the industrialized portions of eastern Los Angeles, Vernon, and Commerce, and in Santa Fe Springs, Fullerton, and Anaheim, the line was connected to or crossed by numerous other railroad lines constructed by other railroad companies established as subsidiaries of or eventually controlled by the AT&SF, Southern Pacific, and UPRR. The physical rails and ties of these lines have been subject to repeated maintenance repairs and replacement over the course of the past century, and therefore lack historical integrity of design, materials, and workmanship as engineering features. This mainline, upon which much of the proposed undertaking would occur, was previously determined to be ineligible for the NRHP.

The discontiguous APE sections are sited approximately 1 ¼ mile southwest of the main section of the APE located within the city of Vernon. They contain rail infrastructure in addition to industrial buildings documented elsewhere. As noted above, all three of the major railroad companies controlled railroad lines in the area. In addition to controlling the alignment encompassed by the main section of the APE, AT&SF also controlled a major line that branched off it known as the Harbor Subdivision. The connection between the mainline and the Harbor Subdivision is located approximately 1 ½ miles north of the discontiguous APE. The Harbor Subdivision line passes through the discontiguous APE as Malabar Yard.

The Harbor Subdivision line followed a circuitous route that travels west and around the South Bay area. The line evolved over time. Initially serving the port at Santa Monica in the late 19th Century, it was later extended south to serve the newer and larger port at Redondo Beach. As the ports of Los Angeles (at San Pedro) and Long Beach were developed, it eventually extended to them. The Harbor Subdivision is a single track freight line. Portion of it, south of the APE, were abandoned when the Alameda Corridor, which directly links the ports to the mainline, was opened in 2002. Some sections have been repurposed for a new light rail line connecting the Los Angeles International Airport (LAX) and the Jefferson Park neighborhood. Malabar Yard is one of several yards and sidings along the Harbor Subdivision alignment. Others included Lairport (on the east side of LAX), Ironsides (Torrance), and Alcoa (Torrance). ("BNSF Harbor Subdivision," World Heritage Encyclopedia nd: np.)

Existing rail infrastructure within the discontiguous APE includes a portion of the Malabar Yard. The Malabar Yard is a now Burlington Northern Santa Fe Railway (BNSF) railyard but was originally developed by the AT&SF. The yard extends from Vernon Avenue/Pacific Boulevard on the north to Fruitland Avenue on the south and occupies the space once devoted to Malabar Street, from which the yard takes its name. Malabar Yard functioned as a switching yard for the AT&SF Harbor Subdivision line that connected the AT&SF main line to the ports of Los Angeles (in San Pedro) and Long Beach, the major ports serving the west coast. The mainline connection is located approximately 1 ½ miles north of Malabar Yard, just west of Hobart Yard. (Palmer, "The Harbor Subdivision," Abandon Rails, nd: np). Malabar Yard intersects with discontiguous APE at 49th Street. Although portions of the Harbor Subdivision have been abandoned, Malabar Yard still functions as a switching yard.

As shown on the United States Geographic Service (USGS) topographic map for the Watts quadrangle, 1924 edition (surveyed 1923), Malabar Yard did not yet exist as such. Rather, a single AT&SF track travelled north-south extending from Leonis Boulevard (the northern boundary of the Watts map) to just south of 55th Street, where it curved west. The single track paralleled Malabar Avenue, which still existed as a navigable street, but did not overlap it. Several spurs or sidings connected with this north-south section of track extending from Leonis Boulevard to 55th Street. These spurs and sidings all connected on the west side of AT&SF north-south track paralleling Malabar Street and served industrial properties or connected with other sections of track. No spurs or sidings connected on the east side of the track and only one spur appears east of Malabar and

north of Fruitland. (USGS 1924, Watts Quadrangle)

The 1928 edition of the USGS topographic map for the Los Angeles quadrangle shows that a multi-track yard has developed along what had been Malabar Street, which has been eliminated north of Leonis Street and replaced with track. Although the yard certainly consists of multiple parallel north-south tracks by this point, it is difficult to tell how many. In 1928, the northern boundary of the Malabar Yard is the Pacific Electric right-of-way (now Pacific Boulevard) as it is today. Its southern boundary, however, only extends to a point approximately half way between Chambers Street and Leonis Boulevard, so Malabar Yard was much shorter than the current length of the yard. (USGS 1937, Watts Quadrangle)

By the 1937 edition of the USGS topographic map for the Watts quadrangle (surveyed 1930-31), Malabar Street between Leonis Boulevard and Fruitland Avenues had also been eliminated. Malabar Yard now extends as far south as Fruitland Avenue, the current southern boundary. The single track shown on the 1924 edition of the Watts Quadrangle had been replaced by multiple tracks arranged north-to-south, parallel to one another, similar to the current arrangement. By this point, the area was likely considered a railyard. Two spurs/sidings connect on the west. One travels due northwest from 49th Street. (Although this section of track is no longer extant, the space it once occupied now contains a parking lot.) Another travels northwest from approximately 50th Street, connecting to a building. Neither the building nor the siding adjacent to 50th Street still exists. No sidings or spurs connect to the east side of the yard on this map. East of the yard, however, the rail infrastructure is much more extensively developed than 1924, reflecting the industrial sidings owned by the Los Angeles Junction Railway, discussed below. (USGS 1937, Watts Quadrangle)

Existing rail infrastructure in the discontiguous APE also includes a rail siding branching out of the eastern side of the Malabar Yard within the discontiguous APE. This rail siding is also associated with AT&SF. North of Leonis Street, the Malabar Yard is documented on the Los Angeles quadrangle of the 1928 USGS topographical map. This section of the 1928 USGS map show a single track siding veering off of the east side of the Malabar Yard, dipping slightly south before traversing due east along what is now 46th Street. (46th Street but did not exist as a street at that time.) This siding forked into two prongs just east of what is now Pacific Boulevard (but was then a Pacific Electric right-of-way) with one prong extending east to and past Soto Avenue and into the CMD. It also included a prong extending south beyond Leonis Street, past the limits of the USGS Los Angeles quadrangle map. This southern and western portion of this siding still exists and is known for the purposes of this evaluation as the AT&SF Siding. The eastern prong extending beyond Soto Avenue no longer exists, one of the many sidings and spurs that have appeared in and disappeared from the area over its 100 year history of change. (USGS 1928, Los Angeles Quadrangle)

By the 1953 edition of the Los Angeles quadrangle USGS map, the eastern prong of the AT&SF Siding described above had disappeared. A new prong, however, had appeared. This new prong turned south off the A&TSF Siding just east of the Malabar Yard, west of Pacific Boulevard. This south prong has now disappeared, yet another example of the ever-evolving nature of rail infrastructure in the area. (USGS 1953, Los Angeles Quadrangle)

Another rail siding is extant within the discontiguous APE. This rail siding is associated with the Los Angeles Junction Railway and, for the purposes of this evaluation, is known as the LAJ Siding. It first appeared on the 1953 USGS Los Angeles quadrangle map. This siding travels north-south along the west side of Seville Street from Leonis Street. (Please note that this siding extends south of Leonis Street, which is the southern boundary of the Los Angeles quadrangle map). It cuts east across Seville Street just south of 46th Street. (By 1953, 46th Street is shown as an actual street.) Heading diagonally northeast, the track then cuts across 46th Street, forking into two prongs north of 46th Street. One of these prongs heads due north while the other heads due east across Soto Street. Labelled “L A Junc” on the 1953 map, this siding formed a portion of the Los Angeles Junction Railway. This track siding is still extant and is included within the project footprint and the APE. The 1953 map additionally shows many more spurs and sidings than were reflected in earlier maps, which is further evidence of the dynamic nature of rail infrastructure development in the area. (USGS 1953, Los Angeles Quadrangle)

Established in 1923, the Los Angeles Junction Railway (LAJ) was developed as a freight railway with the exclusive task of moving goods and supplies around the CMD. John Blair Whidden, CMD Magazine editor, described the LAJ’s mission as “freight first, last and all the time” (“Junction Railway Here,” Los Angeles Times, July 1923: V11). Although connecting to all

the major main lines, the LAJ was its own neutral entity, solely focused on speeding freight movement and advancing business interests. Modeled on the Chicago Junction Railway, the LAJ's developers bragged that the junction "will be according to the most modern and advanced engineering designs" ("New Rail Company to Start," Los Angeles Times, June 1923: I15). As described in the Los Angeles Times, "The new road places industries on its tracks in an advantageous position, as they have available all the facilities of the main-line railroads, the same as if the plants were located on the tracks of the larger systems" ("Junction Rail Line Operates," Los Angeles Times, September 1925: 13). The LAJ bore the cost of constructing this extensive network of industrial sidings throughout the CMD ("Hearing of Stock Plan Completed, Los Angeles Times, July 1923: II1.) Interestingly, the LAJ did not ask its customers to pay for its service, advertising that "no switching charge [was] added to the Los Angeles rate on line haul car load traffic" ("26 Concerns Located on the Los Angeles Railway serve the Oil Industry," Los Angeles Times, November 1938: 8). Rather, the LAJ recouped its costs from the main lines. An integral part of the success of the CMD, the LAJ network was constantly updated, with new siding tracks being installed and old siding tracks removed frequently.

Evaluation

Under NRHP Criterion A/CRHR Criterion 1, the subject resources of Railroad Infrastructure in Vernon as located in the project APE, specifically the Malabar Yard, the AT&SF Siding, and the LAJ Siding, do not have a direct and demonstrable association with events or trends related the development of Vernon, the Central Manufacturing District, or Rail Infrastructure in the APE.

The Malabar Yard grew from a single track to a yard consisting of up to 8 tracks by the late 1930s, making it one part of a complex rail infrastructure network that facilitated switching in and around the industrial nexus of Vernon where three mainlines converged (AT&SF, Southern Pacific, and Union Pacific). An eligible example would be crucial to rail operations in a particular area or along a particular alignment or line. Malabar Yard is a modest yard used exclusively to temporarily store rolling stock and facilitate its movement into, around, and out of the industrial nexus. Although the AT&SF Harbor Subdivision was an important line, Malabar is one of many rail yards in the area. Research did not reveal any associations, events, or functionality to distinguish it as individually eligible under these criteria.

The AT&SF Siding curves south and east from the Malabar Yard and the LAJ Siding extends along Seville Avenue from Leonis Boulevard, crosses 46th Street, and forms two branches of a wye that head north and east. Although the AT&SF Railway and the Los Angeles Junction Railway are important to the development of the Central Manufacturing District because they ensured the efficient movement of supplies and merchandise, a direct and identifiable link between these sidings and important events or trends was not established by research. A spur or siding might be eligible under this criterion if made the development of a particular area possible. An industrial siding might also be eligible under these criterion as an element of an industrial building when the siding was integral to the functioning of the building. Research did not yield any information to suggest that the either the AT&SF or LAJ Siding possess these associations. Moreover, the buildings adjacent to the AT&SF Siding and the LAJ Siding have been evaluated as ineligible.The analyzed resources of Railroad Infrastructure in Vernon as present within the project APE are not significant under these criterion.

Significance under NRHP Criterion B/CRHR Criterion 2 requires a direct association between the resource and the productive life of an important person. Research did not reveal a link between the Malabar Yard, the AT&SJ Siding, or the LAJ Siding and lives of any important people. The subject resources of Railroad Infrastructure in Vernon as located within the project APE are not, therefore, eligible under these criteria.

Criterion C under the NRHP and Criterion 3 of the CRHR relate to quality of design and/or construction. The Malabar Yard consists of multiple parallel tracks with minimal signaling equipment and no discernable rail-related buildings. A rail yard eligible under these criterion would include rail-related features such as round houses, towers, and/or administrative buildings that are notable as excellent examples of their type or as expressive of a particular architectural style. Alternatively, the organization and layout of yard itself could exhibit a thoughtful design that responds particularly well to logistical challenges of the site or the rail traffic demands of the area. Malabar Yard expresses none of these things. As a standard industrial rail sidings, the AT&SF Siding and the LAJ Siding do not possess any design or engineering characteristics that would distinguish them as eligible under these criterion. The subject resources of Railroad Infrastructure in Vernon, as present within the project APE, are

not eligible for the NRHP or CRHR under these criteria.

Under NRHP Criterion D/CRHR Criterion 4, a property would be eligible for its information potential. Research did not yield any information to suggest important associations of this nature for the analyzed resources of Vernon Railroad Infrastructure within the APE.

Integrity

Overall, the analyzed resources exhibit a fair-to-poor integrity

Location, Setting, Feeling and Association:

The Malabar Yard retains integrity of location, setting, feeling, and association, insofar as it remains in the same location and serves the same function as it did historically. Although the Harbor Subdivision line receives much less traffic since the introduction of the Alameda Corridor alignment, Malabar Yard is still used. Rail sidings within the APE are subject to constant alteration. Over nearly a century of rail infrastructure in Vernon and the CMD area, sidings and spurs have appeared and disappeared based on the operational needs and priorities of the railway and its clients. Some sidings and spurs are still extant, others are gone. The AT&SF Siding retains little integrity of location, setting, and feeling since two of its three prongs have been removed and the buildings surrounding it have changed. The remaining prong continues to function as a rail siding, so it retains integrity of association. The LAJ Siding retains integrity of location and association in that it remains in the same location and performs the same function as it did originally. Integrity of setting and feeling, however, have been diminished because the buildings the siding was developed to serve have been removed. Many more buildings, constructed after the siding was developed, have been constructed.

Design, Materials, and Workmanship:

Malabar Yard's integrity of design, materials, and workmanship is fair. Rail yards are subject to ongoing modification to meet the needs of the railroads and their clients. Spurs and sidings are regularly constructed and removed, according to their operational priorities. Rail infrastructure, such as signaling equipment and track, ties and ballast, is subject to frequent maintenance and replacement. Nevertheless, the physical features of the yard, such as its spatial dimensions, footprint and location of tracks, remain in place.

The very nature of industrial sidings pre-supposes frequent and ongoing changes, typically responsive to the exigent needs of individual business entities The AT&SJ Siding retains integrity of materials insofar as it continues to consist of a steel single track. However, the track is now laid in paving within a street, which they were not originally. Design and workmanship, therefore, are lacking. The LAJ has likely had its steel track replaced, but retains integrity of materials because of the similarity of historic and modern materials. Integrity of design and workmanship are fair.

B12. References, continued:

Davis, Mike. 1999. Sunshine and the Open Shop. In Tom Sitton and William Deverell (eds.), Metropolis in the Making: Los Angeles in the 1920s. University of California Press, Berkeley, California.

English, John, and Ravi GuneWardena. 1997. City of Commerce. In Cruising Industrial Los Angeles. Los Angeles Conservancy

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Los Angeles Times. 1923. Hearing of Stock Plan Completed. July 17: II1.

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U.S. Geological Survey (USGS). Los Angeles Quadrangle Topographic Map. USGS, 1928. Los Angeles Quadrangle Topographic Map. USGS, 1953.Watts Quadrangle Topographic Map. USGS, 1924. Watts Quadrangle Topographic Map. USGS, 1937.

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Malabar Yard in Vernon, north portion of yard. View south. ICF, 2018.

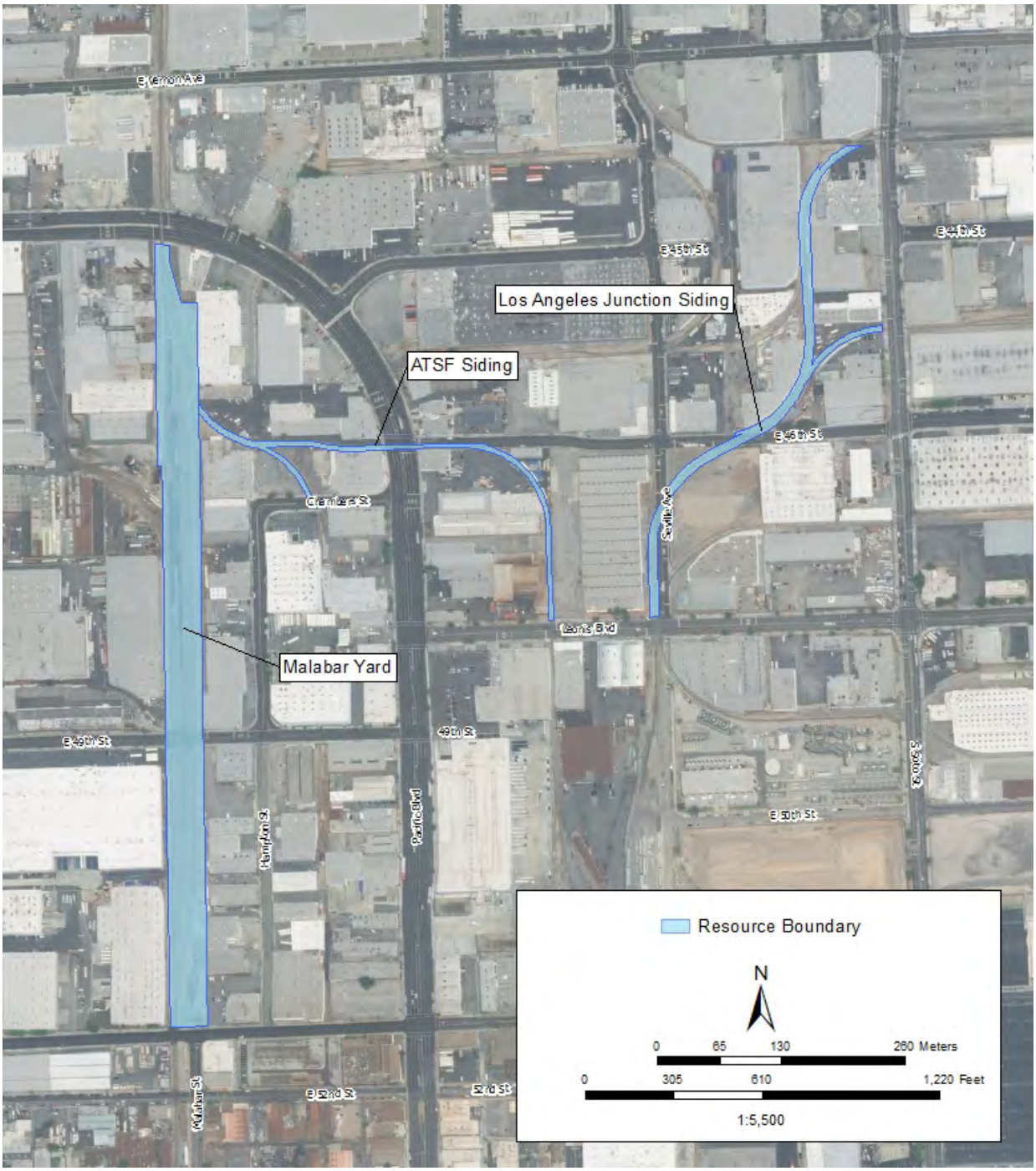


Malabar Yard in Vernon, south portion of yard. View south. ICF, 2018.

Location Map

 ***Resource Name or #:** (Assigned by recorder) Resource ID 3753

***Map Name:** Railroad Infrastructure in Vernon ***Scale:** ***Date of Map:** 1/12/2018



Appendix H:
4535 Soto Street and 4824 Santa Fe Avenue
Department of Parks and Recreation
523 Series Forms

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State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) 4535 S. Soto Street

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **Date** 1953 **T** 2S **R** 13W; **¼ of** **¼ of Sec** (un-sectioned) **B.M.** San Bernardino
c. Address: 4535 S. Soto Street City Vernon Zip 90058
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 387323mE/ 3763073 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 6308-001-023

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

4535 S. Soto Street features a 150' x 200' concrete and steel building constructed in a Late Moderne fashion. The building sits at the northwest corner of E. 46th Street and S. Soto Street, its rear yard sited just east of a curved spur of BNSF's Los Angeles Junction Railway. The rectangular building footprint has a modestly chamfered southeastern corner. Primarily a flat-roofed one-story building, a monitor topped with a gambrel roof runs along the center. Continuous aluminum windows run along the monitor. The primary façade, which faces east onto S. Soto Street, is divided into three wide bays. The central bay, two stories tall, has a boxed parapet and a prominent bezel, with thick mullions dividing the extensive glazing, much of which appears to have been covered with stucco and metal sheathing. Wide, low-lying concrete steps lead to the primary entrance, characterized by a pair of swing-open glass doors. Flanking the central bay are flat-surfaced concrete facades whose large window openings appear to have been covered with stucco.

The side elevation (facing south onto E. 46th Street) is characterized by a concrete surface ten bays wide, with vertical scoring separating the bays, and a water table. The two front bays each feature multi-light aluminum casement windows, lacking a surround. The eight rear bays feature window arrangements, all of which are set into a bezel frame. The four-by-eight light aluminum windows arrangements are mainly fixed, with a small operable sash. The rear elevation has scored concrete, aluminum windows, and a metal roll-up garage door. The north elevation is obscured by the neighboring building.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures and objects)



P5b. Description of Photo: (View, date, accession #) (Figure 1) Front elevation. Camera facing W, NW. ICF, 1/3/2020.

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
1948 (Tax Assessor)

***P7. Owner and Address:**
MCL Properties LLC
1507 Lindacrest Dr.
Beverly Hills, CA 90210

***P8. Recorded by:** (Name, affiliation, address)
Katrina Castañeda, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** 1/10/2020
***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:**
***Attachments:** ☐NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☐ Archaeological Record ☐District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

Page 2 **of 6** ***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 4535 S. Soto Street
B1. Historic Name: Fairbanks-Morse Company
B2. Common Name: N/A
B3. Original Use Industrial B4. Present Use: Industrial
***B5. Architectural Style:** Late Moderne
***B6. Construction History:** (Construction date, alteration, and date of alterations)
In 1948, Buttress & McClellan (engineers) filed for building permits to construct a 150' x 200' concrete and steel building and associated concrete loading dock for the Fairbanks-Morse Company. In 2000, a portion of the roof was re-roofed with fiberglass material (City of Vernon 1948-2000). At an unknown date, sheet metal, stucco, and paint were used to cover much of the building's fenestration.

***B7. Moved?** ☑ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** Integrated Roman stack-bond brick planters
B9a. Architect: Buttress & McClellan (engineers) b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

Historic Context

Vernon

Merchant-rancher John B. Leonis and ranchers Thomas J. and James L. Furlong founded and incorporated the city of Vernon in 1905 on land reclaimed from the floodplain of the Los Angeles River. The city took its name from Vernon Avenue, which crossed through the center of town. The city founders wanted to take advantage of three major railroads running through the area to create an "exclusively industrial" city. Vernon's limited taxation and promise of no political or industrial strife attracted a handful of firms from downtown Los Angeles. Amid the gradual arrival of industrial firms, the city's founders took advantage of anti-vice blue laws instituted by middle-class moral reformers in other parts of Los Angeles to promote Vernon as "Sporting Town"—a center of the types of working-class leisure and entertainment targeted by reformist blue laws. Jack Boyle, for example, opened what he claimed to be the longest bar on earth in 1907 and established a boxing arena adjacent to the bar. Soon after, the Pacific Coast League constructed a baseball park abutting Doyle's bar for the Vernon Tigers. Vernon also earned a reputation for gambling and prostitution (Davis 1999:106-07; Moruzzi 1997:39). (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:** (See continuation sheet.)

B13. Remarks: N/A

***B14. Evaluator:** Katrina Castañeda, ICF

***Date of Evaluation:** 1/5/2020
(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance** (continued):

Commanding a network that dominated Vernon's political offices and administrative positions for decades, Leonis remained committed to the goal of making his city the leading industrial center of metropolitan Los Angeles as nationwide anti-vice campaigns intensified during the 1910s, ultimately leading to National Prohibition in the 1920s. According to historical geographer Mike Davis, in 1912 Vernon's leaders "annexed the neighboring Santa Fe classification yards," establishing a partnership with the giant corporation that became the city's leading landowner and industrial developer. They also used some of their sporting profits to build a new viaduct across the Los Angeles River and to pave Santa Fe Avenue (Davis 1999:107). The pace of industrialization in Vernon increased during World War I with the establishment of an oil company facility, metal works, and lumber yards and other construction materials suppliers' facilities. In 1920, Vernon annexed an additional 500 acres. Leonis and other industrial boosters established stockyards complexes on the land that would eventually support 27 Vernon Avenue slaughterhouses. Other portions of the land were leased for industrial development by the Los Angeles Central Manufacturing District (CMD). Revenue would be generated by fees charged for use of a junction railroad. Thus began the intensive industrialization of Vernon and the CMD (located partially within Vernon, east of the subject property) according to a combination of German city-planning and American industrial scientific-management principles (Davis 1999:108–109; Moruzzi 1997:39).

Located within the area encompassed by the original CMD, Hobart Tower is a product of industrial expansion in Vernon and the CMD. Originally known as Manhattan Junction, Hobart Junction was established in 1894 by the Los Angeles Terminal Railway, which would later become part of the Union Pacific, when the Los Angeles Terminal Railway moved an existing signal tower, the Mission Tower, to the site to control traffic between its main line and the Atchison Topeka & Santa Fe (AT&SF)'s Southern California Railway line. Located alongside a ranch owned by Terminal Railway executive B. F. Hobart, the site soon became known as Hobart Junction. In 1901 the Terminal Railway was reorganized into the San Pedro, Los Angeles & Salt Lake Company, which demolished the existing tower and constructed a new one in 1904. That company was reorganized into the Los Angeles and Salt Lake (now Union Pacific Railroad) in 1916. Within a decade, the Los Angeles and Salt Lake found it necessary partner with AT&SF to replace the 1904 tower and upgrade the junction's signaling and switching technology. The Mission Revival-style Hobart Tower that stands at the junction site today was constructed in 1926 and equipped with larger and more efficient interlocking switch technology to control dramatically expanding freight traffic generated by industrialization in the Vernon/CMD area, which would increase further with completion of the largest produce terminal west of Chicago in the CMD the following year (Livingstone 2007:143-49, 151, 155).

With industrial production increasing by 41 percent in the Los Angeles area in 1924 alone, the intensive industrialization of Vernon and the CMD proved a resounding success. During the 1920s and 1930s, companies such as U.S. and Bethlehem Steel, Alcoa (aluminum), Owens (glass), American Can, and automaker Studebaker all set up shop in Vernon. Fed up by struggles with Southern California Edison, Leonis marshalled passage of a 1932 municipal bond measure for construction of Vernon's own light and power plant in order to provide cheaper utility rates to industrial firms (Davis 1999: 108-09; Moruzzi 1997:39). During the World War II years of the 1940s and the onset of the Cold War into the 1950s, Vernon attracted the aerospace firm of Norris Industries along with paper and cardboard suppliers, Bruswig (a drug company), food-processors such as General Mills and Kal Kan, and meat packing operations (Davis 1999:109; Moruzzi 1997:39). Vernon continues to be a major manufacturing and shipping center in Southern California despite the evolution of industry over the last 100 years. The city has embraced smaller industrial establishments like fashion design, garment making, film production, and waste recycling. Over 100 miles of railroad spurs continue to cross Vernon and mark it is a historically and enduringly industrial city (Moruzzi 1997:29).

Industrial

More than any other building type, the forms of industrial buildings have historically reflected their functions. The production processes conducted inside have determined their design and organization. Even in the 19th century, exterior ornament remained subordinate to more utilitarian concerns. The presence of fire and flammable materials drove many factory design innovations in the 19th century. James Bogardus introduced the skeletal iron frame in the middle of the century. So-called slow-burning factory buildings with iron frames, masonry walls, and little or no exterior ornament came to dominate the industrial built environment. As architectural historian Betsy Hunter Bradley explains, in addition to fireproofing, the other objective that drove the design of industrial buildings throughout the 19th century and into the 20th was "the exploitation of natural light and ventilation in structures with maximum span and strength" (Bradley 1999:4; Munce 1960:39). Reinforced concrete provided for new innovation in industrial building design during the early 20th century. Prior to the turn of the century, English immigrant Ernest Ransome developed inexpensive methods of reinforced-concrete construction for multi-story buildings that made use of prefabrication and improved on European methods of concrete construction. American builders and owners remained wary of reinforced concrete construction until its benefits were clearly revealed when several of Ransome's buildings survived earthquakes and major fires. Employing reinforced concrete in the design of a new type of industrial production building—the automobile factory—Detroit's Albert Kahn distinguished himself as the first significant 20th century American industrial architect. Designed by Kahn and Ernest Wilby, the 3.5-million-square-foot Packard Plant #10, completed in 1905, was the first reinforced concrete automobile factory building. Establishing a

new precedent for industrial architecture, Kahn worked in close consultation with production experts and engineers to fit the massive hyper-functional building to the needs of the manufacturing process. Kahn subsequently adopted the same approach to designing factory buildings for other automakers, including Henry Ford, whose demand for natural light and ventilation led Kahn to make use of monitors with ample glazing (Bradley 1999:156–58; Munce 1960:40; Rappaport 2004:433).

Factory design strongly shaped and reflected the emergence of architectural Modernism. Peter Behrens and Mies van der Rohe created a new steel and glass curtain wall system for a turbine factory in Berlin in 1908–1909 that maximized natural lighting, freely exposed the building's steel skeletal farming, and proved highly influential in the field of industrial building design. Over the next several decades, innovations in prefabrication and framing enabled the design of industrial buildings that appeared lighter and incorporated more and more windows. One of the most noteworthy expressions of this trend was Kahn's design for the Dodge half-ton truck plant in Warren, Michigan, completed in 1937. This sprawling rectangular-plan building featured walls dominated by steel-framed windows and a monitor-like central roof element lined with window bands (Martinson 2009:283; Rappaport 2004:433).

Industrial building design in the post-World War II era was characterized by a proliferation of sprawling one-story factory buildings, a product of wartime innovations that responded to demand for low-cost construction and the increasing horizontal orientation of production processes. As architectural historian Nina Rappaport explains, "the one-story shed-type building allowed for larger machines and more flexible and open floor plans for the new horizontal assembly-line production, which could then be shifted easily to the truck- and train-based transportation systems, with train lines running close to or even through a manufacturing plant." High demand for steel encouraged reinforced concrete construction during the 1950s (Rappaport 2004:434). The design of industrial production buildings also took an abrupt turn away from maximization of natural lighting and ventilation during World War II. As Bradley explains, "the new model was based on the utilization of artificial lighting, air-conditioning, and forced are circulation to optimize working conditions in structures with few openings" (Bradley 1999:4).

The primary purpose of industrial buildings is to house economic production such that their designs either emphasize or express their function, and sometimes both.

Late Moderne Architecture

Moderne architecture is a diverse category that groups together various modernistic and modern subtypes that evolved alongside and largely contrasted the sleeker and more austere modernism of the International style and proved more popular prior to World War II, but eventually registered the growing influence of the International style. The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne in the 1930s and 1940s to Late Moderne in the late 1940s and 1950s.

A European import, Art Deco receives its name from Paris's 1925 *Exposition des Arts Decoratif*. The style took shape as a means of enlivening simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age. The style proved well fitted to movie and stage theaters, but was also executed in many monumental public and commercial buildings. In marked contrast to the absence of historicism and horizontal emphasis of many International style buildings, Art Deco buildings had vertical emphasis, often evoked associations with pre-modern architecture (Gothic, Greek, Egyptian, Mayan, Aztec, Chinese), and made use of bold, repetitive, geometric forms and decorative motifs (fluting, zig-zags, chevrons, sunbursts, and crenellation or shaped parapets, for example). Façades were often organized in a series of setbacks and featured vertical projections above roof lines. Exterior surface materials of Art Deco buildings often consisted of concrete, stone, terracotta, steel, and aluminum.

Streamline Moderne architecture was distinguished from Art Deco by its horizontal emphasis and by an aesthetic that suggested movement and evoked associations with aerodynamically designed transportation technology (ships, locomotive engines, airplanes) rather than with pre-modern architecture. Streamline Modern buildings are often asymmetrically arranged and typically have flat roofs. The main identifier of the style is curved elements and teardrop forms, including corners, end walls, windows, overhangs, pipe railing, and projecting entry shelters. Exterior surfaces tend to be smooth and covered mainly in stucco, although finish materials also sometimes include concrete, aluminum, and stainless steel. Streamline Moderne buildings frequently feature horizontal bands or ribbons of steel-framed windows. Some have glass block or nautical portal windows. While some Streamline Buildings make use of limited fluting or chevron bands associated with Art Deco, more prevalent are raised coping, string courses, and other horizontal accents.

Descending from Streamline Moderne's emphasis on curved corners and teardrop forms, Late Moderne architecture emerged in the late 1930s and grew increasingly prominent during the 1940s and 1950s. Although limited curvature survived in some Late Modern buildings, the style put greater emphasis on angularity, while extensive stucco surfaces gave way to greater use of brick, stone, and concrete. Late Moderne contrasted the International style in terms of the warmth of these finish materials, its decorative idiom of pylons, fins, and grid patterns, and its weightier massing of volumes. However, as explained by Alan Hess, Leslie Heumann, and Maggie Valentine, it also

resonated with the International Style in its "compositions of solid rectilinear volumes placed in balanced contrast to each other, often with large windowless expanses, punctuated by ribbon or rectangular windows or openings," and in its "display entries and display windows….often exaggerated in size for visibility."

The leading feature distinguishing the Late Moderne style is the bezeled window: the window outlined by a protruding frame typically made distinct from the wall through contrasting material and color, with the bezel often stretching past window openings, continuing across corners, and sometimes descending the wall at a right angle and continuing to its base.

4535 S. Soto Street
The original building permit was not located at the City of Vernon's Building and Safety Division; however, cards titled "Fairbanks-Morse Company" show permit summaries from 1948 to 1952. These cards indicate that in 1948, Buttress & McClellan (engineers) filed for a building permit in October 1948 to construct a "concrete & steel 150' x 200' [building]" for $120,000. A 1970 building permit identifies Fairbanks Morse as both owner and occupant of 4535 S. Soto Street. These records suggest that the company constructed the subject building in 1948 for the purposes of housing its business at this location. According to the company's website, The Fairbanks Morse Company was founded in the 1870s, its predecessor (a merger between The Eclipse Co. and E. & T. Fairbanks Morse Company) having produced and sold scales, pumps, and windmills. The American manufacturing company developed a variety of gasoline engines and locomotives throughout the decades, diversifying its product line for maritime, railroad, and commercial use. During World War II, the company's Wisconsin facility manufactured engines for U.S. Navy submarines and ships at a rate of 1 per day. Following World War II, Fairbanks Morse and other American locomotive manufacturing companies developed diesel locomotives to power railroads, as diesel replaced steam and gasoline. In 1993, the company acquired the ALCO engine product line (Fairbanks Morse 2019). According to a *Los Angeles Times* advertisement, the Fairbanks-Morse Los Angeles location manufactured a "complete line of dependable Diesel and Dual Fuel Engines, Electrical Machinery, Pumps, Scales, Magnetos, Water Systems, Diesel Locomotives and Railroad Equipment" (*The Los Angeles Times* 1952:19). The company operated at this facility from at least 1948 to 1970. Fairbanks Morse continues to manufacture power systems, with headquarters in Wisconsin and dozens of service centers around the globe (Fairbanks Morse 2020).

From approximately 1973 to 1983, Kay Stone Furniture Manufacturing Co. and Kay's Candy operated a factory out of the property, selling a range of products including wood pallets, candy, upholstery, and furniture (*The Los Angeles Times* 1973:22; *The Los Angeles Times* 1983:9). By 2000, Lee Pinkus/Nappcotte owned the building (City of Vernon 1948-2000).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, an eligible example might have been the location of the development of a highly significant product or process. It appears that when the subject building was constructed, it served as the Los Angeles location of the Fairbanks-Morse offices (manufacturers of engines and machinery since the 1870s). For at least 22 years of the company's 135-year history in the United States, 4535 S. Soto Street served as the company's Los Angeles service and manufacturing wing. Vernon's location and industrial location attracted a variety of companies during and after World War II, including Fairbanks Morse. This company was a major manufacturer of diesel locomotives as well as commercial products during the post-World War II period. However, newspaper research has uncovered no evidence suggesting that a highly significant product or process was developed at this particular location. Therefore, 4535 S. Soto Street is not eligible under Criteria A/1.

To be found eligible under NRHP Criterion B or CRHR Criterion 2, the subject property would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be closely associated to the person's life or work. Historical research did not uncover any individuals associated with the subject building. As a railway-adjacent industrial property, it is likely that dozens of employees have come into contact with its businesses, but it is unlikely that any of them were historically significant. Therefore, 4535 S. Soto Street is not eligible under Criteria B/2.

In order for this industrial building to be eligible under Criteria C/3, it would exhibit design excellence in both its form and function or be an excellent example of Late Moderne architecture. 4535 S. Soto Street's symmetrical design incorporates the extensive use of concrete and stucco. The primary elevation and major E. 46th Street-side elevation highlight the bezel, a key element of Late Moderne. The side elevation as well as the building's monitor showcase horizontal window configurations. While these elements are common to Late Moderne architecture, the subject building is not exemplary in terms of its design and does not appear to be the work of a master architect. In addition, much of its original fenestration, generally highly important to the style, has been concealed or removed. Therefore, 4535 S. Soto Street is not eligible under NRHP Criterion C or CRHR Criterion 3.

Under Criteria D/4, 4535 S. Soto Street is not significant as a source (or likely source) of important information regarding history. The subject property does not have any likelihood of yielding important information about historic construction materials or technologies.

Because the subject property does not meet any of the eligibility criteria under the NRHP and CRHR, it has a 6Z NRHP status code (Found ineligible for NR, CR, or Local designation through survey evaluation), and is therefore not a historical resources for the purposes of CEQA. The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of CEQA guidelines, and using the criteria outlined in PRC 5024.1, the property is not a historical resource for the purposes of CEQA.

***B12. References (continued):**

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Munce, James F. 1960. Industrial Architecture: An Analysis of International Building Practice. F. W. Dodge Corporation, New York, New York.

National Environmental Title Research, LLC (NETR). 2020. Historic Aerial Photographs of Vernon Area, 1952-2016: https://www.historicaerials.com/viewer. Accessed January 8, 2020.

Rappaport, Nina. 2004. Factory. In R. Stephen Sennott (ed.), *Encyclopedia of Twentieth-Century Architecture, Volume 1, A-F. R.* Fitzroy Dearborn, New York, New York.

The Los Angeles Times. 1952-1983. Advertisements.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 4824 S. Santa Fe Avenue

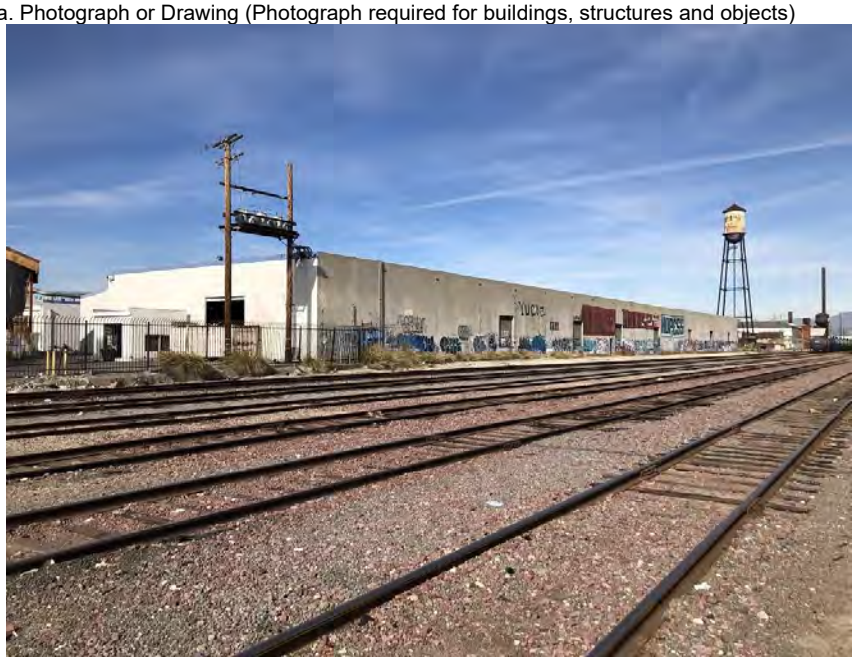
P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **Date** 1953 **T** 2S **R** 13W; **¼ of** **¼ of Sec** (un-sectioned) **B.M.** San Bernardino
c. Address: 4824 S. Santa Fe Avenue City Vernon Zip 90058
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 386555mE/ 3762855 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 6308-007-012

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

4824 S. Santa Fe Avenue features a one-story concrete warehouse building with a flat roof. The building covers most of the irregular-shaped parcel, which is located on a large industrial block characterized by industrial buildings with little interstitial space. The industrial block is bound by Pacific Boulevard to the north; S. Santa Fe Avenue to the west; E. 49th Street to the south; and the Atchison Topeka & Santa Fe (AT&SF) Railway to the east. The building at 4824 S. Santa Fe Avenue is tucked away from these streets, however, with no clear primary architectural elevation. It is primarily rectangular in footprint, modified by a chamfered southwestern corner. The visible building elevations are marked by smooth concrete surfaces with vertical scoring and, at the railroad-abutting elevation, evenly-spaced garage door openings. The north and west elevations are obscured by neighboring buildings. A small structure with a flat roof, parapets, and window and door openings is located directly south of the building.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures and objects)



P5b. Description of Photo: (View, date, accession #) (Figure 1) South and east elevation. Camera facing NW. ICF, 1/3/2020.

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
1965 (Tax Assessor; Building Permit)

***P7. Owner and Address:**
Great American Holding And
4824 S. Santa Fe Avenue
Vernon, CA 90058

***P8. Recorded by:** (Name, affiliation, address)
Katrina Castañeda, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** 1/10/2020
***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:**
***Attachments:** ☐NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☐ Archaeological Record ☐District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

***Resource Name or #** (Assigned by recorder) 4824 S. Santa Fe Avenue
B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use Warehouse B4. Present Use: Warehouse
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The subject warehouse was constructed in 1965 (City of Vernon 1965-2014). The building footprint has not changed since 1972, per historic-era aerial photographs (NETR 2020). In 2014, a 225 square-foot storage shed was constructed directly south of the building for Paper Source Manufacturing (City of Vernon 2014).

***B7. Moved?** ☑ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** None
B9a. Architect: Howard Gerfen (engineer) b. Builder: John A. Alexander Co.
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

Historic Context

Vernon

Merchant-rancher John B. Leonis and ranchers Thomas J. and James L. Furlong founded and incorporated the city of Vernon in 1905 on land reclaimed from the floodplain of the Los Angeles River. The city took its name from Vernon Avenue, which crossed through the center of town. The city founders wanted to take advantage of three major railroads running through the area to create an "exclusively industrial" city. Vernon's limited taxation and promise of no political or industrial strife attracted a handful of firms from downtown Los Angeles. Amid the gradual arrival of industrial firms, the city's founders took advantage of anti-vice blue laws instituted by middle-class moral reformers in other parts of Los Angeles to promote Vernon as "Sporting Town"—a center of the types of working-class leisure and entertainment targeted by reformist blue laws. Jack Boyle, for example, opened what he claimed to be the longest bar on earth in 1907 and established a boxing arena adjacent to the bar. Soon after, the Pacific Coast League constructed a baseball park abutting Doyle's bar for the Vernon Tigers. Vernon also earned a reputation for gambling and prostitution (Davis 1999:106-07; Moruzzi 1997:39). (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:** (See continuation sheet.)

B13. Remarks: N/A

***B14. Evaluator:** Katrina Castañeda, ICF

***Date of Evaluation:** 1/8/2020
(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance** (continued):

Commanding a network that dominated Vernon's political offices and administrative positions for decades, Leonis remained committed to the goal of making his city the leading industrial center of metropolitan Los Angeles as nationwide anti-vice campaigns intensified during the 1910s, ultimately leading to National Prohibition in the 1920s. According to historical geographer Mike Davis, in 1912 Vernon's leaders "annexed the neighboring Santa Fe classification yards," establishing a partnership with the giant corporation that became the city's leading landowner and industrial developer. They also used some of their sporting profits to build a new viaduct across the Los Angeles River and to pave Santa Fe Avenue (Davis 1999:107). The pace of industrialization in Vernon increased during World War I with the establishment of an oil company facility, metal works, and lumber yards and other construction materials suppliers' facilities. In 1920, Vernon annexed an additional 500 acres. Leonis and other industrial boosters established stockyards complexes on the land that would eventually support 27 Vernon Avenue slaughterhouses. Other portions of the land were leased for industrial development by the Los Angeles Central Manufacturing District (CMD). Revenue would be generated by fees charged for use of a junction railroad. Thus began the intensive industrialization of Vernon and the CMD (located partially within Vernon, east of the subject property) according to a combination of German city-planning and American industrial scientific-management principles (Davis 1999:108–109; Moruzzi 1997:39).

Located within the area encompassed by the original CMD, Hobart Tower is a product of industrial expansion in Vernon and the CMD. Originally known as Manhattan Junction, Hobart Junction was established in 1894 by the Los Angeles Terminal Railway, which would later become part of the Union Pacific, when the Los Angeles Terminal Railway moved an existing signal tower, the Mission Tower, to the site to control traffic between its main line and the AT&SF's Southern California Railway line. Located alongside a ranch owned by Terminal Railway executive B. F. Hobart, the site soon became known as Hobart Junction. In 1901 the Terminal Railway was reorganized into the San Pedro, Los Angeles & Salt Lake Company, which demolished the existing tower and constructed a new one in 1904. That company was reorganized into the Los Angeles and Salt Lake (now Union Pacific Railroad) in 1916. Within a decade, the Los Angeles and Salt Lake found it necessary partner with AT&SF to replace the 1904 tower and upgrade the junction's signaling and switching technology. The Mission Revival-style Hobart Tower that stands at the junction site today was constructed in 1926 and equipped with larger and more efficient interlocking switch technology to control dramatically expanding freight traffic generated by industrialization in the Vernon/CMD area, which would increase further with completion of the largest produce terminal west of Chicago in the CMD the following year (Livingstone 2007:143-49, 151, 155).

With industrial production increasing by 41 percent in the Los Angeles area in 1924 alone, the intensive industrialization of Vernon and the CMD proved a resounding success. During the 1920s and 1930s, companies such as U.S. and Bethlehem Steel, Alcoa (aluminum), Owens (glass), American Can, and automaker Studebaker all set up shop in Vernon. Fed up by struggles with Southern California Edison, Leonis marshalled passage of a 1932 municipal bond measure for construction of Vernon's own light and power plant in order to provide cheaper utility rates to industrial firms (Davis 1999: 108-09; Moruzzi 1997:39). During the World War II years of the 1940s and the onset of the Cold War into the 1950s, Vernon attracted the aerospace firm of Norris Industries along with paper and cardboard suppliers, Bruswig (a drug company), food-processors such as General Mills and Kal Kan, and meat packing operations (Davis 1999:109; Moruzzi 1997:39). Vernon continues to be a major manufacturing and shipping center in Southern California despite the evolution of industry over the last 100 years. The city has embraced smaller industrial establishments like fashion design, garment making, film production, and waste recycling. Over 100 miles of railroad spurs continue to cross Vernon and mark it is a historically and enduringly industrial city (Moruzzi 1997:29).

Warehouse

During the late 19th and early 20th centuries, most warehouses were wood- or iron-framed loft structures rising up to five stories in height that included platform elevators for the movement of goods. Although the introduction of electric lighting reduced the need for abundant windows over time, warehouses of the period typically had sufficient windows to minimize reliance on interior lanterns that posed fire hazards. The lower portions of warehouse façades consisted of a series of loading bays sheltered by steel awnings and fronted by raised platforms. Most turn-of-the-century warehouses had brick exteriors modestly articulated with features such as arched windows, arcades, and corbelled cornices. During the first decades of the 20th century, warehouses grew larger and were increasingly framed with steel, particularly at ground floors with sizeable bays to accommodate rail and motor cars. The fire resistant qualities of reinforced concrete made its use widespread at this time as well (Bradley 2004:1432).

Beginning in the 1930s, and with increasing pace during the 1940s and 1950s, warehouse design underwent significant change in response to economic pressures for cost reduction and the movement of warehousing and other industrial operations from the urban core to the suburbs and other peripheral zones. In this process, more thoroughly utilitarian, predominantly one-story buildings with concrete floors and ceilings rising 20 feet or more became the norm. The use of forklift trucks and pallets became standardized in warehousing. Climate control technology and artificial lighting reduced the number of windows or eliminated them entirely. Sprawling one-story warehouse buildings in

suburban industrial zones might be screened from view at the street by office wings with Modernistic fenestration. In other cases, a public entry or office might be ensconced in one corner of the building. As architectural historian Betsy Hunter Bradley explains, at the other portions of most office buildings, "freight doors, truck docks, and railroad sidings became the only features," while "brick and other siding materials enclosed bland, unstyled" buildings "intended to blend in with nearby commercial and industrial structures" (Bradley 2004:1432). Warehouses serve as the location of industrial activity, primarily storage of goods and supplies. Warehouses are strongly utilitarian such that their designs tend to express their function rather than an architectural style.

4824 S. Santa Fe Avenue

According to building records housed at the City of Vernon's Building and Safety Division, the warehouse located at 4824 S. Santa Fe Avenue has housed a variety of plastics, paper, and curtain wall manufacturing businesses. Lesser Enterprises, the original property owner, constructed the warehouse in 1965 for leasing. Hedwin Corporation, a plastic container manufacturer, operated out of this facility as early as 1968; however, it is not clear when it vacated the property. A building permit from 1983 identifies Equitable Life Assurance Co. as the property owner and St. Louis-based Cupples Products, curtain wall manufacturers, as a tenant. It is unclear how many years these companies were associated with the property. Ivy Hill Corporation operated out of 18,000 square-feet of the warehouse, in the business of "paperboard cartons and labels," between 1988 to 2008. A 1988 building permit identifies 3Fr Santa Fe Property Co. as the property owner. By 2014, Paper Source Manufacturing, occupied the property (City of Vernon 1965-2014). It is likely that this business operates in conjunction with 4800 S. Santa Fe Avenue (to the west of the subject property), whose sign reads "Paper Source Converting" (Google 2020).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, an eligible warehouse could be directly associated with a specific event, such as the invention or manufacture of an innovative product or an influential process. In some cases, a warehouse might also express a broad pattern of history or be a core component of the Los Angeles CMD; however, the subject property is located outside of this area. Archival research identified a few companies that conducted business at the subject property, but it is unclear how long the companies operated out of the property. Research regarding Ivy Hill Corporation, a 20-year occupant of the warehouse, uncovered no evidence indicated Ivy Hill Corporation's, or the warehouse's, hand in innovation or historical influence. Therefore, 4824 S. Santa Fe Avenue is not eligible under Criteria A/1.

To be found eligible under NRHP Criterion B or CRHR Criterion 2, the subject property would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be closely associated to the person's life or work. Historical research did not uncover any individuals associated with the subject building. As a railway-adjacent industrial property, it is likely that dozens of employees have come into contact with its businesses, but it is unlikely that any of them were historically significant. Therefore, 4824 S. Santa Fe Avenue is not eligible under Criteria B/2.

Under NRHP Criterion C or CRHR Criterion 3, an eligible warehouse must clearly demonstrate its function. This is a predominantly utilitarian building with no architectural embellishment, which does not sufficiently express its purpose. In addition, it does not exhibit the characteristics of a particular architectural style, nor does it represent innovative design. Therefore, 4824 S. Santa Fe Avenue is not eligible under Criteria C/3.

Under Criteria D/4, 4824 S. Santa Fe Avenue is not significant as a source (or likely source) of important information regarding history. The subject property does not have any likelihood of yielding important information about historic construction materials or technologies.

Because the subject property does not meet any of the eligibility criteria under the NRHP and CRHR, it has a 6Z NRHP status code (Found ineligible for NR, CR, or Local designation through survey evaluation), and is therefore not a historical resources for the purposes of CEQA. The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of CEQA guidelines, and using the criteria outlined in PRC 5024.1, the property is not a historical resource for the purposes of CEQA.

***B12. References (continued):**

Bradley, Betsy Hunter. 2004. Warehouse. In R. Stephen Sennott (ed.), *Encyclopedia of Twentieth-Century Architecture, Volume 3, P-Z*. R. Fitzroy Dearborn, New York, New York.

City of Vernon. Building permits. 1965-2014.

Davis, Mike. 1999. Sunshine and the Open Shop. In Tom Sitton and William Deverell (eds.), *Metropolis in the Making: Los Angeles in the 1920s*. University of California Press, Berkeley, California.

Livingstone, David Michael. 2007. *Architectural History of Industrial Los Angeles: California's Last Railroad Signal Buildings, Redondo Junction Tower (1906-2001) and Hobart Tower (1926-2002)*. M.A. Thesis, California State University Dominquez Hills, Los Angeles, California.

Moruzzi, Peter. 1997. Introduction. In *Cruising Industrial Los Angeles.* Los Angeles Conservancy.

National Environmental Title Research, LLC (NETR). 2020. Historic Aerial Photographs of Vernon Area, 1972-2016: https://www.historicaerials.com/viewer. Accessed January 8, 2020.

Appendix I:
California Native American Heritage Commission Sacred Lands File Search Results

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Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Link US - Malabar Yard

County: Los Angeles

USGS Quadrangle Name: Los Angeles

Township: 2S **Range:** 13W **Section(s):** San Antonio (Lugo) Land Grant

Company/Firm/Agency: Paleo Solutions, Inc.

Street Address: 911 S. Primrose Avenue, Unit N

City: Monrovia, CA **Zip:** 91016

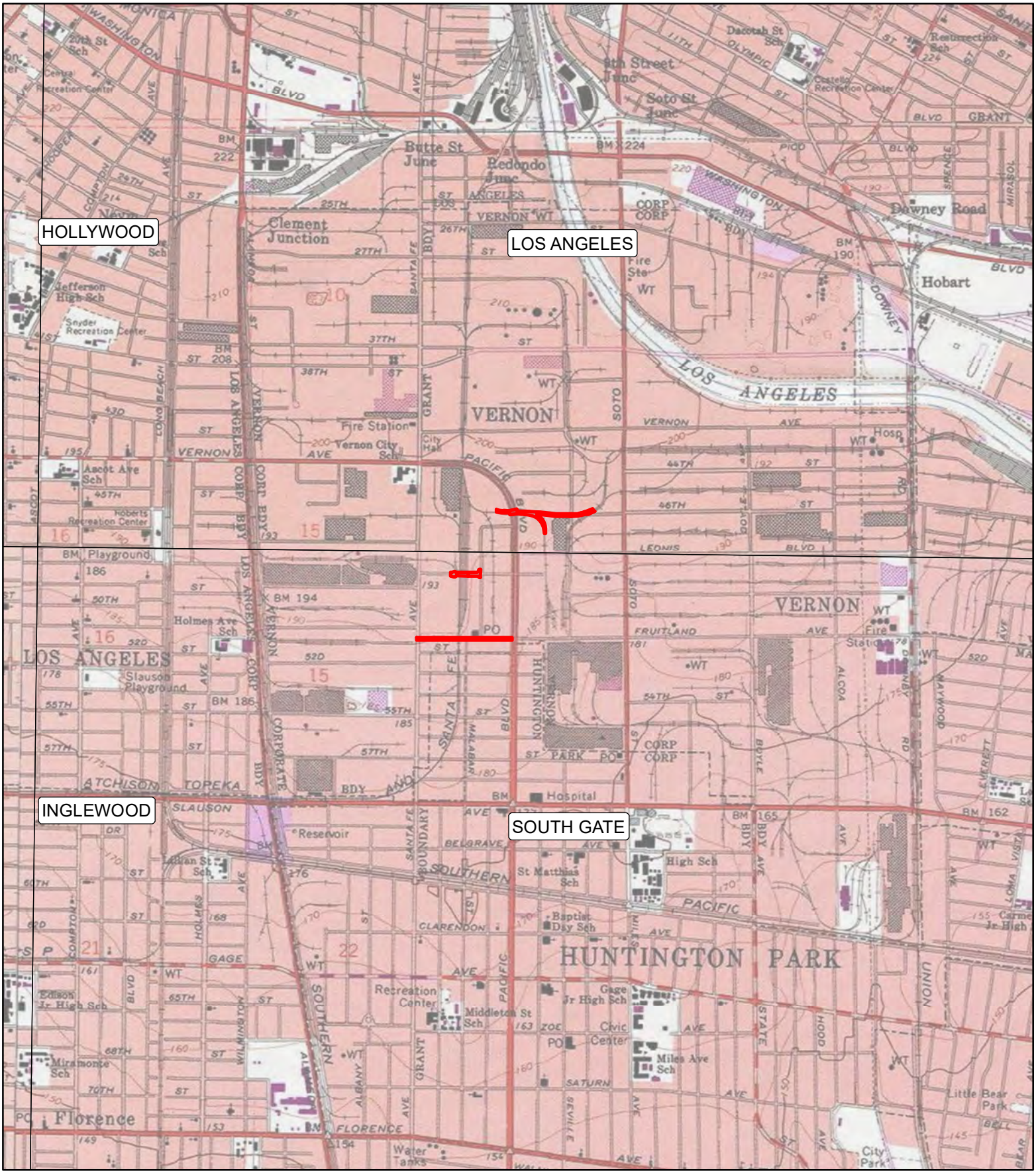
Phone: (626) 205-5444

Fax: N/A

Email: liz@paleosolutions.com

Project Description:

The Project consists of improvements of the BNSF Malabar Rail Yard along with road improvements and closures in the City of Vernon, CA.



Metro Link Union Station

0 0.25 0.5 1 Miles

1:24,000

Quadrangle Boundaries

Project Area

Base layer from Esri ArcGIS Online

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Pomo

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

January 13, 2020

Liz Denniston
Paleo Solutions

Via Email to: liz@paleosolutions.com

Re: Link US – Malabar Yard Project, Los Angeles County

Dear Ms. Denniston:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Associate Governmental Program Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
1/13/2020

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Link US - Malabar Yard Project, Los Angeles County.

Second Supplemental Cultural Resources Report

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FINAL

Second Supplemental Cultural Resource Report

Link Union Station

May 2023

Prepared for:

Metro

CALIFORNIA High-Speed Rail Authority

Prepared by:

HDR

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.

Link US

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Appendix F: 934 Avila Street, Los Angeles, Department of Parks and Recreation 523 Series Forms
Appendix G: Updated Boundary of Archaeological Site CA-LAN-1575/H and Location of Previous Projects (CONFIDENTIAL)

ACRONYMS

APE	area of potential effects
Caltrans	California Department of Transportation
CHSRA	California High-Speed Rail Authority
CFR	Code of Federal Regulations
CNG	compressed natural gas
CRHR	California Register of Historical Resources
EIS	environmental impact statement
FRA	Federal Railroad Administration
HSR	high-speed rail
LADOT	Los Angeles Department of Transportation
LAUS	Los Angeles Union Station
Link US	Link Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
Project	Link Union Station Project
ROW	right-of-way
SHPO	State Historic Preservation Officer
US-101	United States Highway 101

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ES.0 Executive Summary

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of Los Angeles Union Station (LAUS), is proposing the infrastructure improvements associated with the Link Union Station (Link US) Project (Project or proposed action) to address the capacity constraints at LAUS. The California High-Speed Rail Authority (CHSRA) has assumed the Federal Railroad Administration's (FRA) environmental responsibilities under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) and is the federal lead agency for the Project. Metro is the Project sponsor and lead agency under the California Environmental Quality Act. The California Department of Transportation is a cooperating agency under NEPA and a consulting party under Section 106 of the NHPA.

This document was completed in compliance with Section 106 of the NHPA and summarizes the archaeological and built environment historic properties considered as part of the undertaking, in support of the Project's environmental impact statement (EIS). In compliance with the requirements detailed in Section 106 of the NHPA and described in 36 Code of Federal Regulations (CFR) Parts 800.3–800.4, an area of potential effects (APE) was delineated in consultation with the California State Historic Preservation Officer (SHPO) and properties within the APE were identified and evaluated for listing in the National Register of Historic Places (NRHP).

The *Link US Historic Property Survey Report* (Metro 2018a), *Archaeological Survey Report* (Metro 2018b), *Historical Resources Evaluation Report* (Metro 2018c), and *Supplemental Cultural Resource Report* (Metro 2020) detail the findings of historic property identification and evaluation efforts, along with documentation of consultation with the SHPO, California Native American Heritage Commission (NAHC), Native American tribes, groups, individuals, and other interested parties. As a result of these prior efforts, 17 properties (16 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the Link US APE (Appendix A) were determined to be either listed or eligible for listing in the NRHP. The findings of these previous studies for Link US received concurrence from SHPO on September 27, 2018, and February 10, 2021 (Appendix B).

In the time since the most recent SHPO concurrence, design refinements have resulted in a reduction to the Link US Project Footprint in the City of Los Angeles. Accordingly, the Link US Project Footprint—which is the portion of the Link US APE used for the identification, evaluation, and assessment of effects for archaeological resources—has been reduced based on the refinement of alternatives. No changes have been made to the previously delineated Link US APE (Appendix A). This report documents the changes to the Link US Project Footprint and updates the identification of historic properties, as needed, within the Link US APE. Information was gathered from a supplemental record search at the South Central Coastal Information Center of the California Historical Resources Information System, housed at California State University, Fullerton, and previous investigations that overlap the Link US APE. Additionally, historic property identification surveys were completed to document resources that have crossed the 45-year age threshold for evaluation in the time since previous investigations were performed. Finally, recent

cultural resource investigations for projects in and around LAUS have resulted in the expansion of the boundary of archaeological site CA-LAN-1575/H and generated additional information that confirms previous assessments regarding the high archaeological sensitivity of the Link US Project Footprint (Metro 2018b).

As a result of the current investigation, a total of 18 historic properties are identified within the updated Link US APE. These include archaeological site CA-LAN-1575/H and the following 17 built environment properties, listed in order of Appendix A map reference number (the historic property identified in the current investigation is shown in bold):

1. Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street, Los Angeles) – Map Reference #1
2. United States Post Office Los Angeles Terminal Annex (900 Alameda Street, Los Angeles) – Map Reference #2
3. Los Angeles Plaza Historic District – Map Reference #3
4. Los Angeles Department of Water and Power – Main Street Center (1630 Main Street, Los Angeles) – Map Reference #4
5. William Mead Homes (1300 Cardinal Street) – Map Reference #5
6. Mission Tower (1436 Alhambra Avenue, Los Angeles) – Map Reference #6
7. Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge #53C 0130) – Map Reference #7
8. First Street Viaduct (Bridge #53C 1166) – Map Reference #8
9. Fourth Street Viaduct (Bridge #53C 0044) – Map Reference #9
10. Seventh Street Viaduct (Bridge #53C 1321) – Map Reference #10
11. Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge #56C 0163) – Map Reference #11
12. Vignes Street Undercrossing (Bridge #53C 1764) – Map Reference #12
13. Macy Street School (900 Avila Street, 505 Clara Street, Los Angeles) – Map Reference #13
14. Denny's Restaurant (530 Ramirez Street, Los Angeles) – Map Reference #14
15. North Main Street Bridge (Bridge #53C 1010) – Map Reference #15
16. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon) – Map Reference #16
17. **Kelite Factory Plant No. 1 (1250 Main Street, Los Angeles) – Map Reference #17**

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of Los Angeles Union Station (LAUS), is proposing the infrastructure improvements associated with the Link Union Station (Link US) Project (Project or proposed action) to address existing capacity constraints at LAUS. For the purposes of the National Environmental Policy Act (NEPA), Metro is serving as the local Project sponsor and joint lead agency.

Pursuant to 23 United States Code (USC) Section 327 and a memorandum of understanding (MOU) between the Federal Railroad Administration (FRA) and the State of California, effective July 23, 2019, under a program known as NEPA Assignment, the California High-Speed Rail Authority (CHSRA) is responsible for the federal review and approval of environmental documents for projects on the high-speed rail (HSR) system and other passenger rail projects that directly connect to the HSR system, including the Link US Project. For the purposes of the environmental impact statement (EIS) being prepared, CHSRA is serving as the federal lead agency with NEPA responsibilities pursuant to the requirements of the NEPA Assignment MOU. CHSRA and Metro are preparing the EIS in compliance with NEPA (42 USC Section 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (*Federal Register* [FR] 64(101), 28545-28556, May 26, 1999), 23 USC Section 139, and the NEPA Assignment MOU.[1, 2]

Pursuant to the MOU requirements between FRA and the State of California, FRA's Environmental Procedures are being used to determine Project-related environmental effects.

Below is an overview of the purpose and need, the Project location, the No Action Alternative, and the major components associated with the Build Alternative and Malabar Yard railroad improvements considered in the EIS. The Build Alternative and Malabar Yard railroad improvements comprise the Section 106 undertaking, as detailed on the APE Map set (see Appendix A).

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[1] While the environmental impact statement (EIS) was being prepared, the Federal Railroad Administration (FRA) adopted new National Environmental Policy Act (NEPA) compliance regulations (Code of Federal Regulations [CFR] Title 23, Part 771). Those regulations only apply to actions initiated after November 28, 2018. See CFR Title 23, Section.109(a)(4). Because the EIS was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

[2] The Council on Environmental Quality (CEQ) issued new regulations, effective September 14, 2020, updating the NEPA implementing procedures at 40 CFR Parts 1500-1508. However, because this Project initiated the NEPA process before September 14, 2020, it is not subject to the new regulations. The California High-Speed Rail Authority (CHSRA) is relying on the regulations, as they existed prior to September 14, 2020. Therefore, all citations to CEQ regulations in this environmental document refer to the 1978 regulations, pursuant to 40 CFR Section 1506.13 (2020) and the preamble at 85 *Federal Register* (FR) 43340.

1.1 Purpose

The purpose of the proposed action is to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub end tracks configuration while preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity and enhancing the safety of LAUS through the implementation of a new passenger concourse, meeting the multi-modal transportation demands at LAUS.

1.2 Need

The need for the proposed action is generated by the forecasted increase in regional population and employment; implementation of federal, state, and regional transportation plans (RTP) that provide for increased operational frequency for regional and intercity trains; and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

1.3 Project Location

The Build Alternative consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 1-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east.

Figure 1-2 depicts the Project study area considered in the EIS, which includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms at the LAUS rail yard, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through the LAUS throat, which includes a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal Building, the baggage handling

building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.

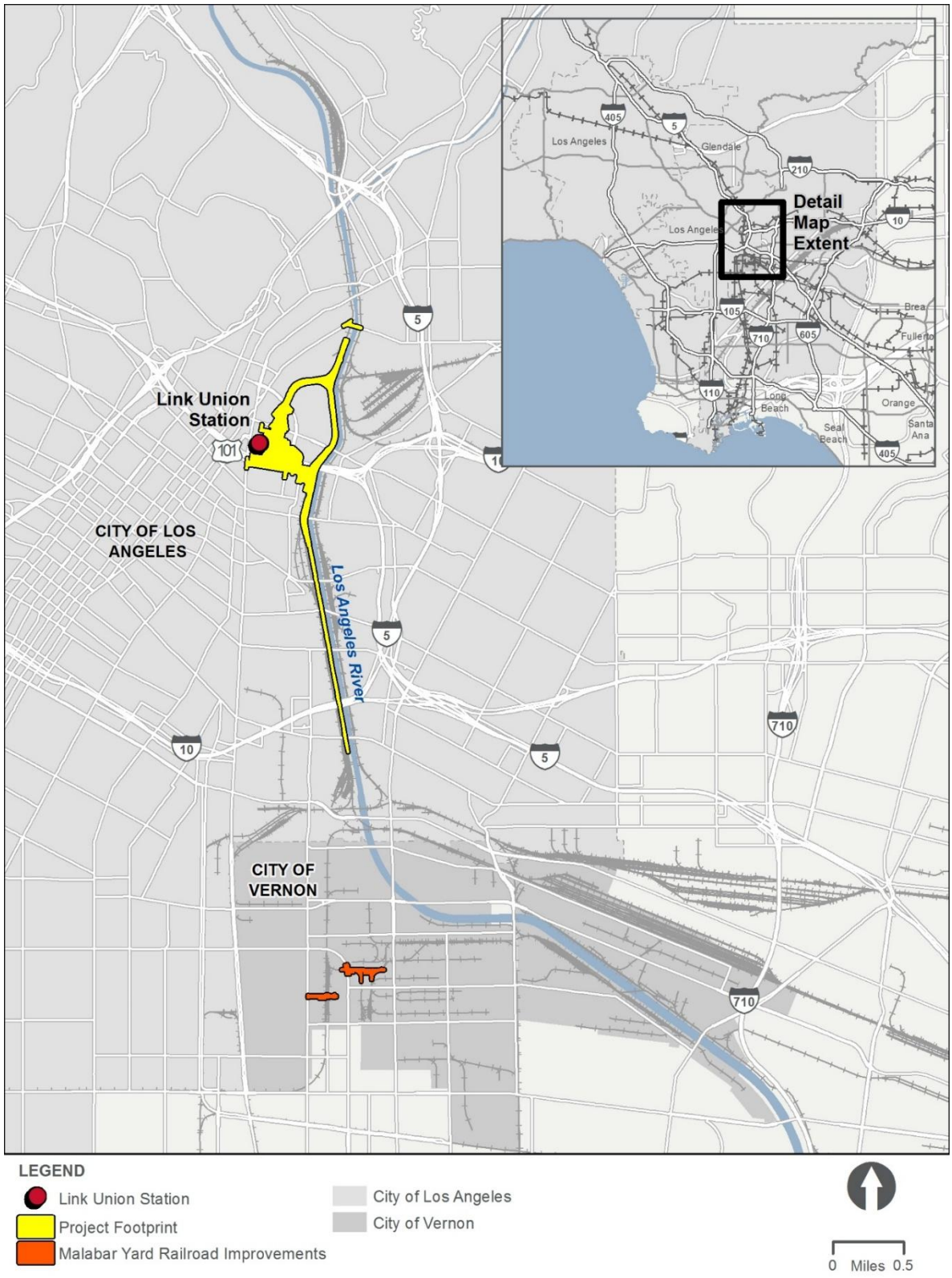
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to Control Point (CP) Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to CP Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

1.4 Malabar Yard Location

BNSF's Malabar Yard is on the Harbor Subdivision approximately 3 miles south of LAUS in the City of Vernon, California (Figure 1-1). The railroad improvements are located in the vicinity of Malabar Yard primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, in the City of Vernon, California (Figure 1-2).

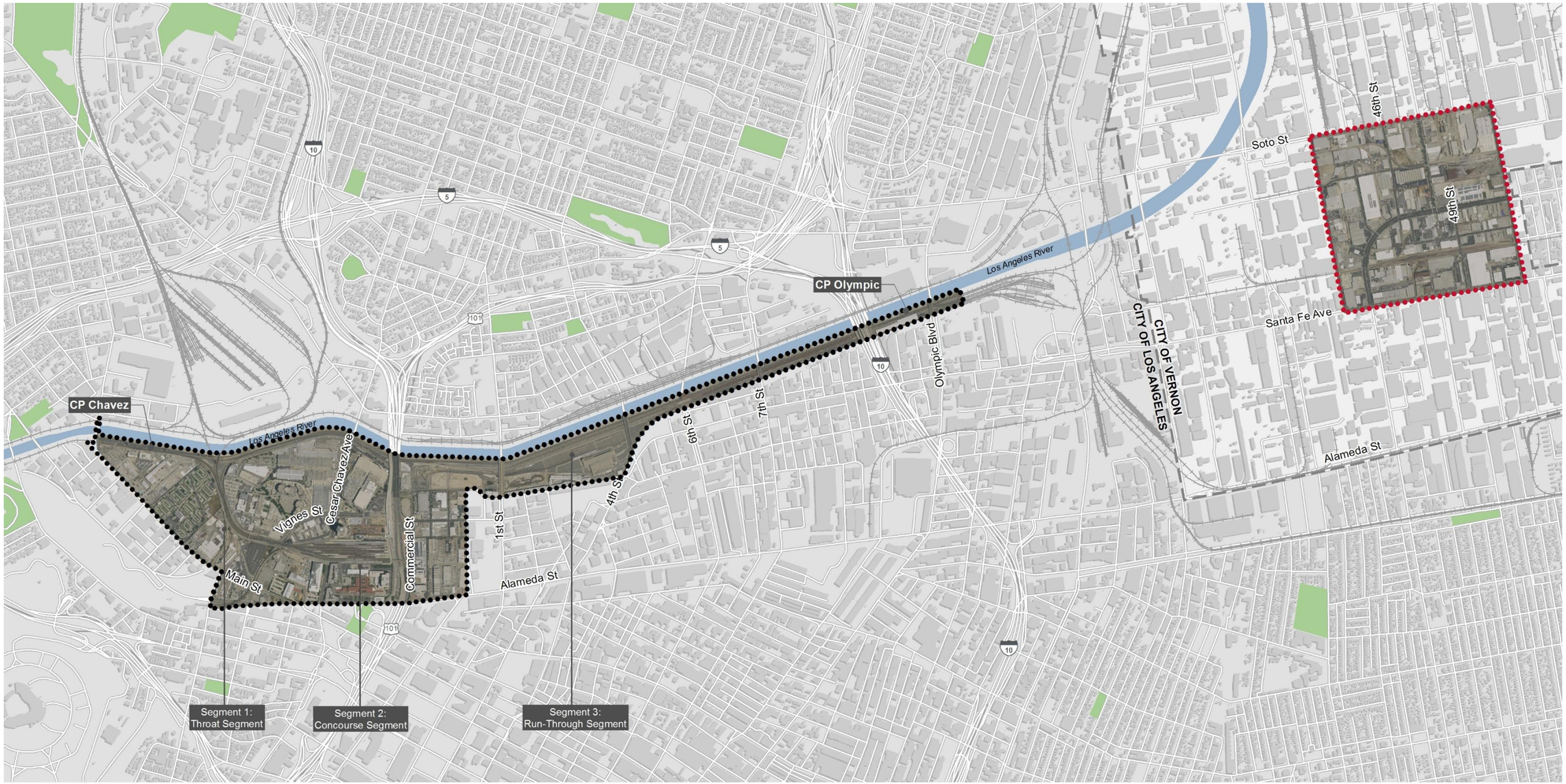
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Figure 1-1. Project Location and Regional Vicinity



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Figure 1-2. Project Study Area and Malabar Yard Study Area



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1.5 Project Alternatives

The EIS includes an evaluation of the No Action Alternative and one build alternative. The Build Alternative would include, but not be limited to, new lead tracks north of LAUS (Segment 1: Throat Segment), an elevated throat and rail yard with concourse-related improvements at LAUS (Segment 2: Concourse Segment), and up to 10 run-through tracks south of LAUS (Segment 3: Run-Through Segment). The EIS also includes an evaluation of the Malabar Yard railroad improvements.

1.5.1 No Action Alternative

NEPA (40 CFR 1502.14(d)) requires federal agencies to include an analysis of "the alternative of no action." For NEPA purposes, the No Action Alternative is the baseline against which the effects of implementing the Build Alternative is evaluated against to determine the extent of environmental and community effects. For the No Action Alternative, the baseline year is 2016, and the horizon year is 2040.

The No Action Alternative represents the future conditions that would occur if the proposed infrastructure improvements and the operational capacity enhancements at LAUS were not implemented. The No Action Alternative reflects the foreseeable effects of growth planned for the area in conjunction with other existing, planned, and reasonably foreseeable projects and infrastructure improvements in the Los Angeles area. As identified in planning documents prepared by Southern California Association of Governments (SCAG), Metro, and/or Metrolink, including the 2015 Federal Transportation Improvement Program (FTIP) (SCAG 2015), *Final 2008 Regional Comprehensive Plan* (SCAG 2008), and the 2016 RTP/Sustainable Communities Strategy (SCS) (SCAG 2016).

Conditions in the Project study area would remain similar to the existing condition, as described below:

- **Segment 1: Throat Segment** – Trains would continue to operate on five lead tracks that do not currently accommodate the planned HSR system. The tracks north of LAUS would remain at the current elevation, and the Vignes Street Bridge and Cesar Chavez Avenue Bridge would remain in place.
- **Segment 2: Concourse Segment** – LAUS would not be transformed from a stub-end tracks station into a run-through tracks station, and the 28-foot-wide pedestrian passageway would be retained in its current configuration. No modifications to the existing passenger circulation routes or addition of vertical circulation elements (VCE; escalators and elevators) at LAUS would occur.
- **Segment 3: Run-Through Segment** – Commercial Street would remain in its existing configuration, and implementation of active transportation improvements would likely be implemented along Center Street in concert with the *Connect US Action Plan* (Metro 2015). No modifications to the BNSF West Bank Yard would occur.

1.5.2 Build Alternative

The key components associated with the Build Alternative are summarized north to south below:

- **Segment 1: Throat Segment (lead tracks and throat track reconstruction)** – The Build Alternative includes subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Build Alternative includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and future operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of CP Chavez on the west bank of the Los Angeles River, the Build Alternative also includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Segment 2: Concourse Segment (elevated rail yard and expanded passageway)** – The Build Alternative includes an elevated rail yard and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1, serving the Gold Line, would be lengthened, and elevated to optimize east to west passenger circulation. The pedestrian passageway would be expanded to a 140-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code (CBC) and National Fire Protection Association (NFPA) 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height, and two design options are considered for canopies that would extend over the rail yard (Section 1.5.3).
- **Segment 3: Run-Through Segment (up to 10 run-through tracks)** – The Build Alternative includes up to 10 new run-through tracks south of LAUS in Segment 3 of the Project study area (run-through segment). The Build Alternative includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of 1st Street Bridge) to support run-through tracks for both regional/intercity rail trains and future HSR

trains. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Build Alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control (PTC), and communications; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to the Amtrak lead track; addition of access roadways to the railroad right-of-way (ROW); land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

1.5.3 Rail Yard Canopy Design Options

Two design options for canopies over the elevated platforms in the rail yard are considered in conjunction with the concourse-related improvements as part of the Build Alternative.

- **Rail Yard Canopy Design Option 1 (individual canopies)** – This design option would include replacing the existing historic butterfly canopies with individual canopies above each platform. New individual canopies would extend up to 25 feet above each platform and would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms. Platform lengths would vary between 450 and 1,445 feet. Platforms would be up to 30 feet wide.
- **Rail Yard Canopy Design Option 2 (grand canopy)** – This design option would include replacing the existing historic butterfly canopies with a large grand canopy that would extend up to 75 feet above the elevated rail yard platforms. The grand canopy would be up to 1,500 feet long and wide enough to provide cover over all elevated platforms in the rail yard.

1.5.4 Malabar Yard Railroad Improvements

An overview of the Malabar Yard railroad improvements considered in the City of Vernon is provided below:

- ***49th Street Closure –*** Closure of the at-grade railroad crossing at 49th Street would accommodate BNSF storage capacity at the BNSF Malabar Yard by approximately 3,350 track feet. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are being considered for a closure of the at-grade crossing at 49th Street, as described below:
  - Design Option 1 – Offset Cul-de-Sac
  - Design Option 2 – Hammerhead Cul-de-Sac

- ***46th Street Connector –*** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are being considered for a new track connection along 46th Street as described below:
  - 46th Street Connector Design Option 1 – Southern Alignment
  - 46th Street Connector Design Option 2 – Northern Alignment

1.6 Project Implementation Approach

The implementation of infrastructure improvements would generally occur in three main phases that are evaluated as scenario years in the EIS: the interim condition, the full build-out condition and the full build-out with HSR condition. The infrastructure improvements that would be constructed by Metro during the interim and full build-out conditions and by CHSRA (as part of the full build-out with HSR condition) are described below.

1.6.1 Interim Condition

The interim condition is when Metro would construct the run-through track infrastructure south of LAUS and the associated signal modifications, property acquisitions, and civil/structural improvements to facilitate new run-through service. The interim condition does not include new lead tracks north of LAUS, or the elevated rail yard and new concourse-related improvements at LAUS. The interim condition aligns with a construction completion date as early as 2026.

A summary of the proposed activities associated with the interim condition is provided below.

- Acquire properties south of LAUS within the Project footprint
- Relocate utilities north and south of LAUS
- Acquire a portion of the BNSF West Bank Yard (majority north of 1st Street) and remove 5,500 track feet of existing storage tracks at BNSF West Bank Yard
- Construct special track work and modify signal/communication infrastructure north of LAUS
- Construct a run-through track ramp on the southern extent of Platform 4 at LAUS
- Construct a common viaduct/deck over US-101 wide enough to accommodate up to 10 run-through tracks south of LAUS
- Construct a common embankment from Vignes Street to Center Street south of LAUS
- Construct common Center Street Bridge south of LAUS
- Construct common embankment or new common bridge from Center Street to Amtrak Bridge south of LAUS
- Construct common Amtrak Bridge south of LAUS

- Construct Division 20 access road
- Construct common rail embankment on the west bank of the Los Angeles River (from Amtrak Bridge to 1st Street Bridge)
- Construct new dedicated lead tracks for BNSF freight trains and Amtrak trains
- Construct two run-through tracks from Platform 4 at LAUS to the main line tracks on the Los Angeles River

Some embankments and/or bridges south of LAUS could be constructed in a phased manner.

1.6.2 Full Build-Out Condition

The full build-out condition is when Metro would construct new lead tracks and the elevated throat north of LAUS, along with the elevated rail yard and concourse-related improvements at LAUS. The full build-out condition aligns with a construction completion date as early as 2031.

A summary of the proposed activities associated with the full build-out condition is provided below.

- Construct new compatible lead tracks and reconstruct throat north of LAUS
- Construct new bridges over Vignes Street and Cesar Chavez Avenue north of LAUS
- Construct elevated rail yard, concourse-related improvements, and East/West Plazas at LAUS
- Construct remaining run-through tracks for regional/intercity rail operations on previously constructed structures south of LAUS.

1.6.3 Full Build-Out with High-Speed Rail Condition

The full build-out with HSR condition is when CHSRA would construct HSR tracks south of LAUS and electrify the HSR system via construction of catenaries through the Project limits to facilitate operation of the planned HSR system. CHSRA is responsible for construction and operation of the planned HSR system, and the EIS identifies where future HSR tracks, catenaries, and related infrastructure would be constructed by CHSRA throughout the Link US Project limits. Operation of HSR trains would occur on two of the lead tracks north of LAUS, Platforms 2 and 3 and associated Tracks 3 through 6 at LAUS, and common rail bridges and embankments south of LAUS that Metro would construct. The full build-out with HSR condition corresponds to an HSR opening year consistent with the 2020 Business Plan (as early as 2033).

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2.0 Area of Potential Effects

The portion of the Link US APE in the City of Los Angeles is located in a dense urban setting northeast of Downtown Los Angeles that includes LAUS buildings and the associated ROW that contains the rail yard, tracks, and undercrossings. Along the east side of the APE in the existing ROW are railroad tracks and several bridges that cross the Los Angeles River, from Main Street in the north to Olympic Boulevard in the south. The portion of the Link US APE in the City of Vernon is located in an industrial setting in the vicinity of the BNSF Malabar Yard (see APE map in Appendix A).

2.1 Project Footprint

The Project Footprint is used for the identification, evaluation, and assessment of effects for archaeological resources. It includes any ground area that would potentially be physically affected by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. Additional properties that may be physically affected as a result of the Build Alternative or Malabar Yard railroad improvements (e.g., due to the potential alteration of bridges and highways) are also included.

2.2 Area of Potential Effects

The APE is used for the identification, evaluation, and assessment of effects for built environment resources. It includes the parcels encompassed by the Project Footprint. If any portion of a parcel is included in the Project Footprint, the entire parcel is included within the APE. Additionally, the APE includes any adjacent parcels containing resources sensitive to potential visual or noise and vibration effects.

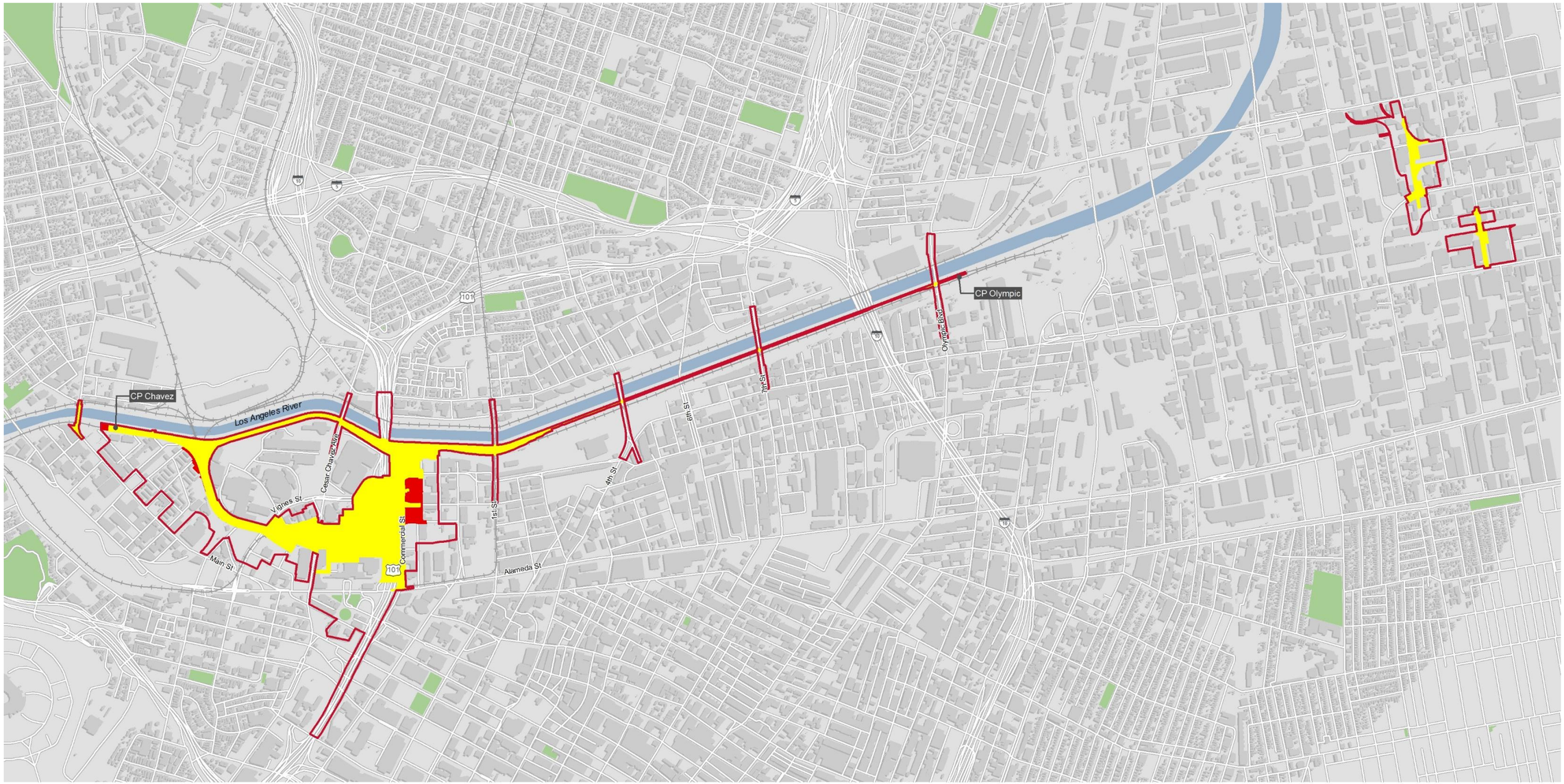
2.3 Changes to the Project Footprint

SHPO concurred with the findings of the latest Link US cultural resource investigation (Metro 2020) on February 10, 2021 (Appendix B). In the time since SHPO concurrence, design refinements have resulted in a reduction to the Project Footprint at three locations in the City of Los Angeles (Figure 2-1). Accordingly, the Link US Project Footprint has been reduced; however, no changes have been made to the previously delineated Link US APE.

The previously delineated APE and updated Project Footprint are documented in detail in the APE map set in Appendix A.

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Figure 2-1. Project Footprint, Location of Areas Removed from Consideration, and Link US Area of Potential Effects



LEGEND

- Area Of Potential Effects
- Project Footprint
- Portions Removed from Previous Footprint (2020)

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3.0 Methods

3.1 Consultation

FRA, the previous federal lead agency for Link US, undertook consultation related to the identification of historic properties in the Link US APE with the NAHC, Native American tribes, groups, and individuals, and other interested parties, in compliance with Section 106 of the NHPA. The results of this consultation are documented in the *Link US Historic Property Survey Report* (Metro 2018a), *Archaeological Survey Report* (Metro 2018b), and *Historical Resources Evaluation Report* (Metro 2018c). SHPO concurred with the findings of these cultural resource investigations on September 27, 2018 (Appendix B).

With the assignment of the FRA's environmental responsibilities under NEPA to CHSRA, Section 106 consultation for the Project is now continued by CHSRA. Section 106 consultation is ongoing with two Native American tribes and eight other consulting parties. The results of this consultation are documented in the *Link US Supplemental Cultural Resource Report* (Metro 2020). SHPO concurred with the findings of these cultural resource investigations on February 10, 2021 (Appendix B).

CHSRA has circulated this document to consulting parties to provide them with an opportunity to review the changes to the proposed undertaking, changes to the Link US Project Footprint, and updates to the identification of historic properties detailed in this report and allow them an opportunity to comment. Comments received from consulting parties on this document are summarized in Table 3-1 and reported in detail in Appendix C.

Table 3-1. Section 106 Consultation on the Identification of Historic Properties in the Area of Potential Effects

Consulting Party	Comments Received
Native American Tribes	
Gabrieleño Band of Mission Indians – Kizh Nation	The Gabrieleño Band of Mission Indians – Kizh Nation reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023 and had no specific concerns regarding its contents.
Gabrielino/Tongva Nation	The Gabrielino/Tongva Nation reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023 and had no specific concerns regarding its contents. The Tribe wishes to continue to be involved in mitigation and monitoring measures for any future construction activity.
Public Agencies	
California Department of Transportation (Caltrans)	As a cooperating agency, Caltrans reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023. Caltrans requested to be kept informed about the outcome of consultation with Native American Tribes and provided a copy of an interim monitoring report for the Los Angeles Department of Transportation Bus Maintenance and Compressed Natural Gas

Table 3-1. Section 106 Consultation on the Identification of Historic Properties in the Area of Potential Effects

Consulting Party	Comments Received
	Fueling Facility Project detailing the discovery of Native American burials during utility trenching along Commercial Street and their subsequent reinterment (see Section 4.3.4). Caltrans requested confirmation that the expanded boundary of archaeological site CA-LAN-1575/H encompasses a parcel that would be acquired for the Project from Caltrans right-of-way on the south side of US-101, at the eastbound on-ramp from Commercial Street (see Appendix G). The parcel in question would require a covenant to be negotiated between consulting Tribes, Caltrans, Metro, and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California Public Resources Code to the new owner.
City of Los Angeles Office of Historic Resources	The City of Los Angeles Office of Historic Resources reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023 and had no comments.
Housing Authority of the City of Los Angeles (HACLA)	HACLA reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023. HACLA asked for clarification regarding project activities and potential impacts to the William Mead Homes property and requested confirmation that the National Register of Historic Places eligibility status of William Mead Homes is accurately reflected in Project documentation.
City of Vernon	The City of Vernon reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023 and had no comments.
Organizations	
LAUS Historical Society	The LAUS Historical Society reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023. The LAUS Historical Society voiced objections to the design of the Project and other proposed projects at or near LAUS, stated that it wants the LAUS building saved and protected, and had no comments regarding the contents of the report.
Train Riders Association of California (TRAC)	TRAC reviewed the *Link US Draft Second Supplemental Cultural Resource Report* in May 2023. TRAC stated that it believes the Cesar Chavez Avenue Viaduct to be historically significant and that the costs to replace it would be exorbitant. TRAC had no comments regarding the contents of the report.
Los Angeles Conservancy	The Los Angeles Conservancy did not respond to multiple contact attempts.
Los Angeles River Artist and Business Association	The Los Angeles River Artist and Business Association did not respond to multiple contact attempts.

3.2 Supplemental California Historical Resources Information System Record Search

On February 8, 2023, HDR conducted a supplemental record search at the South Central Coastal Information Center of the California Historical Resources Information System, housed at

California State University, Fullerton. The record search included the entire Link US APE along with a 0.25-mile buffer around it. The objective of the record search was to obtain updated information regarding known cultural resources and to determine whether new resources had been documented since the previous record searches. The review included previously documented resources and listings on the NRHP, California Register of Historical Resources (CRHR), California Historical Landmarks, California Points of Historical Interest, and historic General Land Office maps.

3.3 Built Environment Resource Review and Survey

HDR reviewed City and County records to determine whether any additional built environment resources had crossed the 45-year age threshold for evaluation in the time since previous investigations. HDR reviewed all parcels in the APE containing extant buildings or structures with a build date of 1978 or older that had not been previously documented. Field surveys of these properties were undertaken on February 13, 2023. All parcels were observed from the public ROW and digital photographs were taken of all buildings and structures that were visible on each property. All documentation and evaluation were carried out under the supervision of HDR architectural historian Ann Keen, who meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) in architectural history.

3.4 Recent Cultural Resource Investigations in and around Los Angeles Union Station

Information on recent cultural resource investigations of archaeological site CA-LAN-1575/H and adjacent areas was obtained by Metro for the Patsaouras Plaza Busway Project, Cesar Chavez Bus Stop Improvements Project, Los Angeles Union Station Alameda Esplanade Project, and Los Angeles Street Improvements Project. During review of the present study, the California Department of Transportation (Caltrans) also provided a copy of an interim monitoring report for the Los Angeles Department of Transportation (LADOT) Bus Maintenance and Compressed Natural Gas (CNG) Fueling Facility Project that details the discovery of Native American burials during trenching along Commercial Street and their subsequent reinterment. Documentation for these projects is not yet available at the South Central Coastal Information Center because fieldwork or reporting for these projects is still underway. Available information confirms the high sensitivity of the Link US Project Footprint for buried archaeological resources, as was noted in the *Link US Archaeological Survey Report* (Metro 2018b) and *Supplemental Cultural Resource Report* (Metro 2020).

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4.0 Results

The present investigation resulted in the identification of one additional built environment property within the Link US APE that has previously been determined eligible for listing in the NRHP. Further, as a result of this study, one property was evaluated and recommended not eligible for listing in the NRHP. Finally, the boundary of archaeological site CA-LAN-1575/H has been expanded because of recent investigations. Data regarding this site and P-19-004741, a recently recorded archaeological resource adjacent to but outside the Link US Project Footprint, as discussed below, confirms the high sensitivity of the area for buried cultural resources.

4.1 Properties Previously Determined Eligible for Listing in the National Register of Historic Places

4.1.1 Kelite Factory Plant No. 1 (1250 Main Street, Los Angeles)

The Kelite Factory property is located at 1250 Main Street between its intersections with Llewellyn Street and Elmyra Street, in the City of Los Angeles. The primary building on the property (labeled "Plant No. 1" on Sanborn Fire Insurance maps) is located at the northeast end of the irregularly shaped parcel (Figure 4-1). Notations on the Sanborn Map indicate that Plant No. 1 was constructed in 1918, with additions between 1920 and 1925 and in 1930 (Duane 2017; McGee 2011). The building was occupied by the Southland Drug Company from 1925 to at least 1942. As early as 1948, the property was occupied by Kelite Products, Inc., which manufactured specialty chemical compounds for metal treatment and industrial cleaning. Two additional buildings, labeled "Plant No. 2" and "Plant No. 3" on the Sanborn Map, are located to the south and southwest of Plant No. 1, respectively. Both were constructed between 1946 and 1948, according to the Los Angeles County Tax Assessor. A fourth building, abutting Plant No. 3 to the west, was constructed after 2014 (Duane 2017). California Department of Parks and Recreation 523 Series forms documenting this resource and its evaluation were prepared by Chattel Architecture, Planning and Preservation (McGee 2011) and GPA Consulting (Duane 2017) (Appendix D).

The property was determined eligible for listing on the NRHP at the local level of significance under Criterion C as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles (Duane 2017). SHPO concurred with this determination in a letter dated May 2, 2019 (Appendix E). The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by consensus through Section 106 process; eligible for listing in the CRHR). The period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. The boundaries of the historic property are limited to the northernmost portion of the parcel, which contains Plant No. 1 and its immediate setting, and exclude the southern portions containing the Plant No. 2 and Plant No. 3 buildings that do not embody the same distinctive characteristics of a type, method, or period of construction, and do not contribute to the significance of the historic property. The character-defining features of Kelite Factory Plant No. 1 are its industrial use, proximity to railroad tracks, vertical orientation,

symmetrical organization, smooth stucco cladding, raised parapet, Art Deco detailing, large industrial sash windows, and canopied main entrance. The property also retains integrity of location, design, materials, workmanship, feeling, and association (Duane 2017). There has been no change in the integrity, significance, or architectural narrative since the resource was previously surveyed less than 6 years ago in 2017. Therefore, the previous eligibility determination remains unchanged.

Figure 4-1. Kelite Factory Plant No. 1 (1250 Main Street), View South



4.2 Other Properties

All other resources reviewed for the present study in the Link US APE were determined not eligible for listing in the NRHP because they have not achieved significance within the past 45 years and do not have exceptional importance.

As a part of the current investigation, one additional property at 934 Avila Street, Los Angeles was identified through research and survey within the Link US APE. The property was identified as being over 45 years in age and lacking prior documentation and was evaluated as a part of

the current investigation. Additional documentation on this property is provided on California Department of Parks and Recreation 523 series forms (Appendix F).

The property at 934 Avila Street is a 3,010-square-foot concrete block masonry modern industrial warehouse building. The building was constructed circa 1977 and currently houses a jewelry repair service. The property was found not to meet any of the eligibility criteria under the NRHP and CRHR. It was assigned a California Historical Resource status code of 6Z (found ineligible for NRHP, CRHR, or local designation through survey evaluation).

4.3 Additional Information on Archaeological Site CA-LAN-1575/H from Recent Investigations Near Los Angeles Union Station

Cultural resource investigations in support of recent projects at or near LAUS have expanded the boundaries of CA-LAN-1575/H east of LAUS toward Lyons Street and Vignes Street, and south of US-101 to the portion of Commercial Street roughly between Garey Street and Vignes Street (Appendix G). Draft reports generated by recent investigations near LAUS were provided by Metro and Caltrans District 7 staff, and new information is discussed below. Because fieldwork, analysis, and reporting on some of these projects are still underway, the information reviewed is preliminary and may be subject to revision.

4.3.1 Patsaouras Plaza Busway Project

Archaeological construction monitoring and data recovery operations carried out between 2017 and 2021 in the area immediately east and southeast of LAUS identified a total of 46 archaeological features (Metro, personal communication 2023). Of these, 33 features were found to have association and integrity and, therefore, Applied EarthWorks recommended them to contribute to the significance of CA-LAN-1575/H. Features identified in the Patsaouras Plaza Busway Project area include:

- Structural remains dating from the 1830s through the 1930s
- Historical-period refuse pits
- Historical-period residential midden
- Historical-period human remains (medical specimens) associated with the University of Southern California Medical College and dating from the late 1800s

Of the 33 significant features, approximately twelve are structural remains associated with the El Aliso Winery (including a building later occupied by the Medical College) and date from approximately 1830 through the late 1800s. Three features contained human remains confirmed to be medical specimens from the Medical College dating from 1885 to 1895. Ten features contained early twentieth century refuse deposits. Five features are structural remains associated with the Maier Brewery, dating from 1882 through the twentieth century. Each of the following contexts is represented by a single feature: residential structural remains; structural remains of

the Aliso Mill and/or Cracker Factory; a late-1880s refuse pit; a cobble concentration associated with the Cracker Company; a privy associated with a late-nineteenth- and early- twentieth-century boardinghouse; a late-1880s sheet refuse concentration; and 1870s structural remains.

The features identified in the Patsaouras Plaza Busway Project area are distributed to the south and southeast of the original site boundaries of CA-LAN-1575/H. They extend south and southeast of the Metropolitan Water District Headquarters building and south of the US-101 near the intersection of East Commercial Street and the onramp to eastbound US-101. Consequently, Applied EarthWorks expanded the boundaries of CA-LAN-1575/H to incorporate the newly found features.

One feature appears to predate 1831 based on the presence of burnt lime mortar, asphaltum, and a cobble foundation, and a historic surface identified at the base of two separate features contained Mission-era Brownware ceramics and British artifacts dating the early 1830s. Based on these findings and those of other nearby studies (e.g., Warren et al 2004), as well as the proximity to El Pueblo de Los Angeles, Applied EarthWorks recommended that the Spanish-Mexican Period be included as a period of significance of CA-LAN-1575/H.

4.3.2 Cesar Chavez Bus Stop Improvements Project

Archaeological fieldwork carried out by Applied EarthWorks during monitoring for the Cesar Chavez Bus Stop Improvements Project between January and February 2020 resulted in the identification of 3 features immediately adjacent to the northeastern corner of the original site boundaries of CA-LAN-1575/H (Gordenstein and Abdo 2020). Feature 1 was a historic brick feature representing the foundation of a structure once located at 530 Macy Street and was recommended not to contribute to the eligibility of CA-LAN-1575/H due to lack of integrity and data potential. Features 2 and 3 were both early twentieth century refuse pits associated with the domestic/commercial structures that once existed at 534-540 Macy Street. The two refuse pits were fully excavated during construction monitoring and all artifacts were analyzed. Following data recovery excavations, Features 2 and 3 were both recommended to contribute to the eligibility of CA-LAN-1575/H under Criterion D; the data potential of each feature was exhausted through excavation. The boundaries of CA-LAN-1575/H were extended east to the intersection of Cesar Chavez Avenue and Lyon Street to encompass the new features (Gordenstein 2020).

4.3.3 Los Angeles Union Station Alameda Esplanade and Los Angeles Street Improvements Projects

An Extended Phase I study completed by Applied EarthWorks in support of the Los Angeles Union Station Alameda Esplanade and Los Angeles Street Improvements Projects identified five historic-period features at depths of between 2.5 and 5 feet beneath the paved surface of Alameda Street and the sidewalk on the east, in front of LAUS and immediately adjacent to the western boundary of CA-LAN-1575/H (Gordenstein 2021). Feature 1 included two wood railroad ties dating to the late nineteenth century-early twentieth century. Features 2 and 3 were partial brick structural footings, possibly from the same structure, which likely was built at the end of the nineteenth century. Feature 4 was a partially truncated, shallow refuse deposit likely dating to the

late eighteenth century to early nineteenth century. Feature 5 was a refuse deposit that was likely deposited in a stream bed or washed there during a flood episode. Four of these five features appear to be associated with a historic surface that was part of the urban lots north of historic Aliso Street and east of Alameda Street. Feature 4 may be associated with the Pueblo occupation during the Spanish-Mexican period, which predates the modern street grid and indicates the likely presence underneath paved streets and sidewalks of cultural materials deposited before the area's street block configuration took shape in the second half of the nineteenth century.

4.3.4 LADOT Bus Maintenance and CNG Fueling Facility Project

During review of the present study, Caltrans provided a copy of an interim monitoring report for the LADOT Bus Maintenance and CNG Fueling Facility Project that details the discovery of Native American burials during trenching along Commercial Street and their subsequent reinterment (Smith and Stropes 2018). The LADOT Bus Maintenance and CNG Fueling Facility Project itself is located at 454 to 518 East Commercial Street and 459 to 535 East Ducommun Street, immediately outside the Link US Project Footprint (Section 4.4). In November 2017, during mechanical trenching for offsite utility alignments along Commercial Street, the construction crew recognized the presence of possible human remains when a trench wall collapsed and exposed bone in the soil matrix near the intersection of Commercial Street and Vignes Street, within the Link US Project Footprint. Investigation of the discovery by Brian F. Smith and Associates identified two separate burials recorded as Feature 24 (individual adult inhumation) and Feature 25 (partial cremation of one adult and one infant). The NAHC identified Andrew Salas, tribal chairperson for the Gabrieleño Band of Mission Indians – Kizh Nation, as the most likely descendant.

At the request of Chairperson Salas, the treatment for the discovered burials included the recovery of all impacted human remains from the trench excavation, protection from further disturbance of the burial features that remained in situ, and repatriation of the recovered remains. The recovered human remains were returned to the discovery location and reinterred adjacent to the utility trench, directly above and in context with the burials that remained in situ. In addition to the human remains, artifacts that were recovered from the disturbed soil and repatriated included 11 lithic artifacts (1 adze, 5 worked siltstones, and 5 pieces of debitage), 6 ceramic vessel fragments, 38 beads (made of bone, steatite, shell, and stone), 5 bone awl fragments, 3 modified bone fragments, and marine shell. Upon conclusion of the repatriation, permanent shoring was installed in the utility trench and the location of the human remains was capped with screened soil, concrete, and a steel plate welded to the permanent shoring plates. Although the burial features were not recorded as forming part of CA-LAN-1575/H at the time of discovery, Smith and Stropes (2018) noted their probable association with the village of Yaang'na/Yangna. The burial features are within the updated boundaries of CA-LAN-1575/H (see Appendix G).

4.4 Archaeological Resources Outside the Link US Project Footprint

Brian F. Smith and Associates recorded a new historic-period resource (P-19-004741 [CA-LAN-4741H]) during monitoring for construction of the LADOT Bus Maintenance and CNG Fueling Facility Project in 2017 (Hahnlen 2017). The site is located southwest of the intersection between Commercial Street and Garey Street, immediately outside the Link US Project Footprint. A total of 23 historic features were identified during monitoring. These include 20 historic refuse deposits, one brick wall foundation, one granite cobblestone road, and Zanja Channel Pipe Section 6-1. Archaeological data recovery units were excavated at 15 of the 20 historic refuse deposits. Artifacts recovered through data recovery were interpreted as residential trash dumping. Most of the temporally diagnostic artifacts, which consisted of glass, ceramic, and metal artifacts, dated from 1868-1919. Additional artifacts included plastic, food seeds, shell, bone, brick, coal, and leather. The site was used since the late 1800s as a residential and lodging area, consisting mainly of residential structures and one hotel (the Lafayette Hotel). The alignment of the Zanja Madre through the property is depicted on the 1888 Sanborn map. By 1894, the group of lots adjacent to the Lafayette Hotel had been joined together and replaced by the News & Working Boys Home.

It is unknown whether an eligibility recommendation was made, but the site record states that data recovery of the site area, and all the features identified, constituted mitigation for the destruction of the site by construction of the bus facility. Although located outside of the Link US Project Footprint, P-19-004741 provides additional evidence for the type of historical-period materials and features that may be present in the Link US Project Footprint.

5.0 Conclusions

As a result of the *Link US Historic Property Survey Report* (Metro 2018a), *Archaeological Survey Report* (Metro 2018b), *Historical Resources Evaluation Report* (Metro 2018c), and *Supplemental Cultural Resource Report* (Metro 2020), 17 properties (16 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the Link US APE were determined to be either listed or eligible for listing in the NRHP. The findings of these previous studies received concurrence from SHPO on September 27, 2018, and February 10, 2021 (Appendix B).

Cultural resource investigations carried out for the present study resulted in the identification of one additional property that has been previously determined eligible for listing in the NRHP: Kelite Factory Plant No. 1 (1250 Main Street, Los Angeles). The eligibility determination received prior concurrence from SHPO. There has been no change in the integrity, significance, or architectural narrative since this resource was previously surveyed less than 6 years ago in 2017. Therefore, the previous eligibility determination remains unchanged.

As a result of the current investigation, a total of 18 historic properties are identified within the updated Link US APE. These include archaeological site CA-LAN-1575/H and the following 17 built environment properties, listed in order of Appendix A map reference number (the historic property identified as a result of the current investigation is shown in bold):

1. Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street, Los Angeles) – Map Reference #1
2. United States Post Office Los Angeles Terminal Annex (900 Alameda Street, Los Angeles) – Map Reference #2
3. Los Angeles Plaza Historic District – Map Reference #3
4. Los Angeles Department of Water and Power – Main Street Center (1630 Main Street, Los Angeles) – Map Reference #4
5. William Mead Homes (1300 Cardinal Street, Los Angeles) – Map Reference #5
6. Mission Tower (1436 Alhambra Avenue, Los Angeles) – Map Reference #6
7. Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge #53C 0130) – Map Reference #7
8. First Street Viaduct (Bridge #53C 1166) – Map Reference #8
9. Fourth Street Viaduct (Bridge #53C 0044) – Map Reference #9
10. Seventh Street Viaduct (Bridge #53C 1321) – Map Reference #10
11. Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge #56C 0163) – Map Reference #11
12. Vignes Street Undercrossing (Bridge #53C 1764) – Map Reference #12

13. Macy Street School (900 Avila Street, 505 Clara Street, Los Angeles) – Map Reference #13
14. Denny's Restaurant (530 Ramirez Street, Los Angeles) – Map Reference #14
15. North Main Street Bridge (Bridge #53C 1010) – Map Reference #15
16. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon) – Map Reference #16
17. **Kelite Factory Plant No. 1 (1250 Main Street, Los Angeles) – Map Reference #17**

Recent archaeological investigations undertaken in support of the Patsaouras Plaza Busway Project, Cesar Chavez Bus Stop Improvements Project, Los Angeles Union Station Alameda Esplanade Project, Los Angeles Street Improvements Project, and LADOT Bus Maintenance and CNG Fueling Facility Project confirm that, as previously noted in the *Link US Archaeological Survey Report* (Metro 2018b) and *Supplemental Cultural Resource Report* (Metro 2020), there is an extremely high potential to encounter buried archaeological features and human remains related to archaeological site CA-LAN-1575/H in the Link US Project Footprint during Project construction.

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Appendix A:
Updated Area of Potential Effects Map

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Appendix B: State Historic Preservation Officer Concurrence Letters on Link Union Station Historic Property Survey Report (2018) and Supplemental Cultural Resource Report (2020)

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Appendix C:
Section 106 Consultation

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Appendix D:
Kelite Factory Department of Parks and Recreation 523 Series Forms

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Appendix E: State Historic Preservation Officer Concurrence Letter on Kelite Factory National Register Eligibility Evaluation

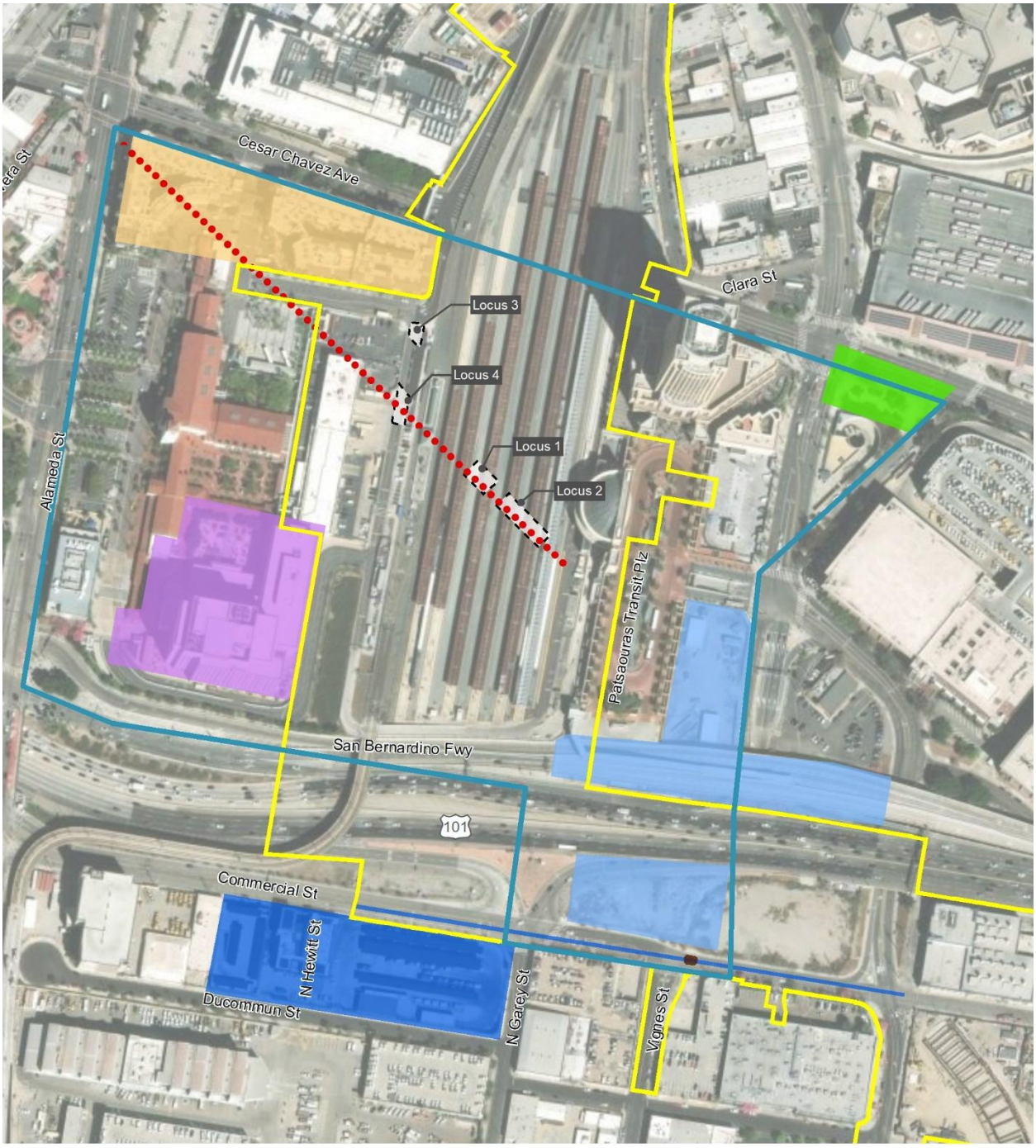
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Appendix F:
934 Avila Street, Los Angeles, Department of Parks and Recreation 523 Series Forms

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Appendix G:
Updated Boundary of Archaeological Site CA-LAN-1575/H and Location of Previous Projects (CONFIDENTIAL)

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LEGEND

- Site P-19-001575 (CA-LAN-1575/H)
- Project Footprint
- Metro Redline Excavation Loci (Greenwood 1993)
- Metro Redline
- Burial Feature in LADOT Utility Trench
- Metro Cesar Chavez Bus Stop Improvements Project
- LADOT Bus Maintenance and CNG Facility Project
- MWD HQ Project
- Metro Patsaouras Plaza Busway Station Project
- Union Station Village and Catellus Projects

0 Feet 200

CALIFORNIA High-Speed Rail Authority

Metro

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Findings of Effect Report

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FINAL

Finding of Effect Report

Link Union Station

August 2023

Prepared for:

Metro

CALIFORNIA High-Speed Rail Authority

Prepared by:

HDR

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.

Link US

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Appendix F: Build Alternative Concourse Renderings

ACRONYMS

ADA	Americans with Disabilities Act
APE	area of potential effects
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHSRA	California High-Speed Rail Authority
EIR	environmental impact report
EIS	environmental impact statement
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
HACLA	Housing Authority of the City of Los Angeles
HBI	Statewide Historic Bridge Inventory
HPSR	Historic Property Survey Report
HSR	high-speed rail
LADWP	Los Angeles Department of Water and Power
LAHCM	City of Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
Link US	Link Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
MOA	Memorandum of Agreement
MWD	Metropolitan Water District of Southern California
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NRHP	National Register of Historic Places
NRIS	National Register Information System
Project	Link Union Station Project
ROW	right-of-way
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
TRAC	Train Riders Association of California
US-101	United States Highway 101
VCE	vertical circulation element

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ES.0 Executive Summary

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of Los Angeles Union Station (LAUS), is proposing the infrastructure improvements associated with the Link Union Station (Link US) Project (Project or proposed action) to address capacity constraints at LAUS. The California High-Speed Rail Authority (CHSRA) has assumed the Federal Railroad Administration's (FRA) environmental responsibilities under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) and is the NEPA lead agency for the Project. Metro is the Project sponsor, joint NEPA lead agency, and the California Environmental Quality Act (CEQA) lead agency. The California Department of Transportation (Caltrans) is a cooperating agency under NEPA and a consulting party under Section 106 of the NHPA.

In June 2019, Metro certified the Final Environmental Impact Report (EIR) for the Project (State Clearinghouse: 2016051071). CHSRA and Metro are now preparing an Environmental Impact Statement (EIS) to evaluate the environmental effects associated with the Build Alternative considered and the No Action Alternative. This document was prepared to support the EIS in compliance with Section 106 of the NHPA. It summarizes the finding of effect regarding the archaeological and built environment historic properties considered as part of the undertaking (defined in Section ES.2 below) and provides a determination about the effects of the undertaking on historic properties.

In compliance with the requirements detailed in Section 106 of the NHPA and described in 36 Code of Federal Regulations (CFR) §§ 800.3–800.4, an area of potential effects (APE) was delineated for the undertaking in consultation with the California State Historic Preservation Officer (SHPO) and properties within the APE were identified and evaluated for listing in the National Register of Historic Places (NRHP).

- The *Link US Historic Property Survey Report* (HPSR; Metro 2018a), *Archaeological Survey Report* (Metro 2018b), and *Historical Resources Evaluation Report* (Metro 2018c) detail the findings of historic property identification and evaluation efforts, along with documentation of consultation with the Native American Heritage Commission, Native American tribes, groups, individuals, and other interested parties. As a result of these efforts, 15 properties (14 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the APE (Appendix A) were determined to be either listed or eligible for listing in the NRHP. These eligibility determinations received concurrence from SHPO on September 27, 2018 (Appendix B).

- Since 2018, additional changes were made to the Project design and alternatives that resulted in an APE expansion in 2020, representing the current APE, and a reduction to the Project Footprint in 2023 (Appendix A). The *Link US Supplemental Cultural Resource Report* (Metro 2020) and *Link US Second Supplemental Cultural Resource Report* (Metro 2023) were prepared to update the identification of historic properties. As a result of supplemental identification efforts, the number of historic properties listed or determined eligible for listing in the NRHP within the APE has increased to 18 and includes

archaeological site CA-LAN-1575/H and 17 built environment properties. SHPO concurred with CHSRA's additional identification and evaluation efforts on February 10, 2021, and June 28, 2023 (Appendix B).

ES.1 Properties Listed or Eligible for Listing in the National Register of Historic Places

Properties listed or eligible for listing in the NRHP are considered historic properties for the purposes of Section 106 compliance. The following 18 historic properties (17 built environment properties and one archaeological site) were identified within the APE:

1. **Los Angeles Union Passenger Terminal (LAUS) and associated contributing resources** (800 Alameda Street, Los Angeles; National Register Information System [NRIS] Reference Number 80000811) – This property was listed in the NRHP on November 13, 1980, under NRHP Criteria A and C with a period of significance of 1939. LAUS was determined to be of exceptional importance. Therefore, at the time of listing, it met NRHP Criteria Consideration G, applied to properties that achieve significance before they are 50 years old.
2. **United States Post Office Los Angeles Terminal Annex** (900 Alameda Street, Los Angeles; NRIS Reference Number 85000131) – This property was listed in the NRHP on January 11, 1985, as part of the United States Post Office Thematic Resource nomination. The Terminal Annex qualified under NRHP Criterion C with a period of significance of 1938. It also met NRHP Criteria Consideration G.
3. **Los Angeles Plaza Historic District** (El Pueblo de Los Angeles Historic District/El Pueblo; NRIS Reference Number 72000231) – This property is roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles Streets to the east, Arcadia Street to the south, and Spring Street to the west. El Pueblo was first listed in the NRHP on November 3, 1972. Its boundary was amended on November 12, 1981, and the resource count was revised on June 21, 2016. El Pueblo was found to meet NRHP Criteria A and C at the local level of significance with a period of significance of 1818–1932. The approximately 9.5-acre site comprises 20 contributing buildings, 2 contributing sites, 6 noncontributing buildings, and 1 noncontributing structure. Many of the individual resources have been designated at the national, state, and local level, including Los Angeles Plaza itself, which is California Historical Landmark No. 156 and was identified as a contributing site in the amended NRHP district.
4. **North Main Street Bridge** (Bridge # 53C 1010) – This structure was previously evaluated in 1986 as part of the Caltrans *Statewide Historic Bridge Inventory* (HBI), which was updated in 2004. The bridge was determined eligible for the NRHP under Criterion C for its engineering. The bridge was constructed in 1910; that year also serves as its period of significance. It was a pioneering example of a three-hinge bridge design that originated in Europe and one of the earliest of its kind in the western United States. As a result of that evaluation, the bridge was assigned a California Historical Resource Status Code of 2S2, indicating that it was determined eligible for the NRHP by consensus through the Section

106 process. In 2008, the bridge was designated City of Los Angeles Historic-Cultural Monument (LAHCM) #901. In 2016, the property was re-evaluated in the *Historic Architectural Survey Report* prepared for the Burbank to Los Angeles Section of the planned high-speed rail (HSR) system (CHSRA 2019). The 2S2 status code is still valid, as is the 5S1 status code, which reflects its listing in the local register as LAHCM #901.

5. **Los Angeles Department of Water and Power (LADWP) – Main Street Center** (1630 North Main Street, Los Angeles) – This property is a multi-building yard owned and operated by the LADWP. A determination of eligibility prepared by the Federal Emergency Management Agency in 1994 found the eight earliest buildings on the property to be contributors to an NRHP-eligible historic district under NRHP Criteria A and B, with a period of significance of 1923–1944. SHPO concurred with the Federal Emergency Management Agency's determination on May 6, 1995. As part of the Link US Project, the 1995 finding was confirmed and updated to clarify current conditions. The period of significance was extended from 1944 to 1965 and four additional buildings were added as contributors to the district, for a total of 12 contributing buildings located on the property. SHPO concurred with this determination on September 27, 2018. The entire district is located inside the APE.
6. **William Mead Homes** (1300 Cardinal Street, Los Angeles) – This property was determined eligible for listing in the NRHP on June 3, 2002, at the local level of significance through the United States Department of Housing and Urban Development Section 106 Programmatic Agreement for the City of Los Angeles. SHPO concurred with this determination. The property qualified under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War. It also qualified under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. The period of significance was established as 1943–1952.
7. **Mission Tower** (1436 Alhambra Avenue, Los Angeles) – This property was determined eligible for inclusion in the NRHP by FRA with SHPO concurrence on January 15, 2004, as a result of the Run-Through Tracks Project's intensive-level survey. Mission Tower qualified under NRHP Criteria A and C, at the local level of significance, with a period of significance of 1938.
8. **Cesar Chavez Avenue Viaduct (Macy Street Viaduct)** (Bridge #53C 0130) – This structure, which spans the Los Angeles River, was determined eligible for inclusion in the NRHP in 1986 as a result of the Caltrans HBI. The bridge is eligible at the local level of significance under Criteria A and C, with a period of significance of 1926. The bridge was designated LAHCM #224 on August 1, 1979.
9. **First Street Viaduct** (Bridge #53C 1166) – This structure, which spans the Los Angeles River 0.6 mile west of United States Highway 101 (US-101), was determined eligible for inclusion in the NRHP in 1986 as a result of the Caltrans HBI. On December 5, 2001, SHPO concurred with a finding that the bridge was eligible for the NRHP under Criterion C with a period of significance of 1929. The bridge was designated LAHCM #909 on January 30, 2008.

10. **Fourth Street Viaduct** (Bridge #53C 0044) – This structure spans the Los Angeles River from Mission Road on the east to Santa Fe Avenue on the west. It was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C as a result of the Caltrans HBI. The period of significance is 1930–1931. The Fourth Street Viaduct was designated LAHCM #906 on January 30, 2008.
11. **Seventh Street Viaduct** (Bridge #53C 1321) – This structure spans the Los Angeles River from approximately Myers Street on the east to Santa Fe Avenue on the west. It was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C as a result of the Caltrans HBI. The period of significance is 1910–1927. The Seventh Street Viaduct was designated LAHCM #904 on January 30, 2008.
12. **Olympic Boulevard Viaduct (Ninth Street Viaduct)** (Bridge #56C 0163) – This structure spans the Los Angeles River from Rio Vista Avenue on the east to Enterprise Street on the west. It was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C as a result of the Caltrans HBI. The period of significance is 1925. The Olympic Boulevard Viaduct was designated LAHCM #902 on January 30, 2008.
13. **Vignes Street Undercrossing** (Bridge #53C 1764) – This structure was constructed as part of LAUS and is located 0.2-mile northwest of Cesar Chavez Avenue. It is located immediately north of the LAUS property's NRHP boundary. The 1980 NRHP boundary was based on the LAUS property boundary, and omission of the undercrossing appears to be a documentation error. It was found to contribute to the significance of LAUS and qualifies for the NRHP under Criterion A at the local level of significance. The period of significance is 1933–1939. SHPO concurred with the FRA's eligibility determination on September 27, 2018.
14. **Macy Street School** (900 Avila Street, 505 Clara Street, Los Angeles) – This property was determined eligible for inclusion in the NRHP under Criteria A and B at the local level; the period of significance is 1915–1930. SHPO concurred with the FRA's eligibility determination on September 27, 2018. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries.
15. **Denny's Restaurant** (530 Ramirez Street, Los Angeles) – This property was determined eligible for inclusion in the NRHP at the local level of significance under Criterion C. SHPO concurred with the FRA's eligibility determination on September 27, 2018.
16. **Kelite Factory Plant No. 1** (1250 Main Street, Los Angeles) – This property was determined eligible for inclusion in the NRHP under Criterion C at the local level of significance with SHPO concurrence on May 2, 2019. The period of significance is 1918 to 1930. The historic property boundaries are limited to the northernmost portion of the parcel, which contains the Plant No. 1 building and its immediate setting, and excludes the southern portion, which contains two buildings (Plant No. 2 and Plant No. 3) that do not embody the same distinctive characteristics of a type, method, or period of construction, and do not contribute to the significance of the historic property.
17. **Solar Manufacturing Corporation Building** (4553 Seville Avenue, Vernon) – CHSRA determined this property to be eligible for inclusion in the NRHP at the local level under

Criterion C, with a period of significance of 1954. SHPO concurred with CHSRA's eligibility determination on May 17, 2019.

18. **Archaeological Site CA-LAN-1575/H (P-19-001575)** – FRA determined this site to be eligible for inclusion in the NRHP under Criterion D because it has yielded and retains the potential to yield significant archaeological data regarding the Late Prehistoric Period (AD 1000–1770) and American Period (AD 1850–1971). SHPO concurred with the FRA's eligibility determination on September 27, 2018.

ES.2 Description of the Undertaking

The EIS includes an evaluation of the No Action Alternative and one build alternative. The Build Alternative includes two design options for canopies above an elevated rail yard at LAUS. The EIS also includes an evaluation of the Malabar Yard railroad improvements. The Build Alternative and Malabar Yard railroad improvements comprise the Section 106 undertaking.

ES.2.1 No Action Alternative

The No Action Alternative represents the conditions that would occur if the proposed infrastructure improvements and the operational capacity enhancements at LAUS were not implemented. Specifically, the No Action Alternative reflects the foreseeable effects of growth planned for the area in conjunction with other existing, planned, and reasonably foreseeable projects and infrastructure improvements in the Los Angeles area.

ES.2.2 Build Alternative

The Build Alternative would include a shared track alignment north of LAUS (6 total lead tracks), a 140-foot-wide expanded passageway below an elevated rail yard, and up to 10 run-through tracks south of LAUS.

ES.2.2.1 Rail Yard Canopy Design Options

The Build Alternative includes two design options for canopies over the elevated platforms in the rail yard:

1. Rail Yard Canopy Design Option 1 (individual canopies) would include replacement of the existing butterfly shed canopies with similar individual canopies above each platform. Individual canopies would extend up to 25 feet over each platform.
2. Rail Yard Canopy Design Option 2 (grand canopy) would include a large grand canopy that would extend up to 75 feet above the elevated rail yard platforms.

ES.2.3 Malabar Yard Railroad Improvements

The Malabar Yard railroad improvements in the City of Vernon include closure of the at-grade railroad crossing at 49th Street and construction of a new track connection along 46th Street.

ES.3 Finding of Effect

CHSRA applied the criteria of adverse effect (36 CFR § 800.5) to determine the potential for adverse effects on the 18 historic properties identified in the APE that may occur upon implementation of the undertaking. A summary of the finding is provided below.

ES.3.1 Finding of Effect – Archaeology

ES.3.1.1 Adverse Effect under 36 Code of Federal Regulations § 800.5

CHSRA has applied the criteria of adverse effect in accordance with 36 CFR § 800.5 and, based on the impacts associated with the undertaking, an adverse effect on NRHP-eligible archaeological site CA-LAN-1575/H would occur. Although a large percentage of the site is covered in artificial fill, the proposed depth of construction activities for the elevated rail yard and structural supports for these Project components would range between 5 to 100 feet below the present ground surface. Many activities—including but not limited to grading, excavations, pile driving, utility relocations, and drainage improvements—would penetrate below the maximum recorded level of artificial fill and may cause the physical destruction of or damage to CA-LAN-1575/H, per 36 CFR § 800.5(a)(2)(i).

In accordance with 36 CFR § 800.6(a), CHSRA continues to consult with SHPO and other consulting parties to develop and evaluate alternatives or modifications to the Project to avoid, minimize, or mitigate adverse effects on archaeological site CA-LAN-1575/H.

ES.3.2 Finding of Effect – Built Environment

ES.3.2.1 No Effect under 36 Code of Federal Regulations § 800.5

CHSRA has applied the criteria of adverse effect in accordance with 36 CFR § 800.5 and, based on the impacts associated with the undertaking, no effect on the following five built environment historic properties would occur:

1. Cesar Chavez Avenue Viaduct (Macy Street Viaduct) over the Los Angeles River
2. First Street Viaduct over the Los Angeles River
3. Fourth Street Viaduct over the Los Angeles River
4. Seventh Street Viaduct over the Los Angeles River
5. Olympic Boulevard Viaduct (Ninth Street Viaduct) over the Los Angeles River

The five properties are all road bridges that were originally constructed to pass over the main line railroad tracks and the Los Angeles River. None of the five bridges would be altered or damaged in any way, and the proposed track work on the main line would pass through the same piers of each bridge at the same elevation as the existing tracks. The existing tracks, ties, and ballast constitute “physical features within the setting” of the bridges, but they have been subject to regular replacement over the years as part of routine maintenance and do not comprise historic

material that contributes to the significance of the bridges themselves. In all five cases, the Los Angeles River bridges would still be used to carry vehicular traffic over rail traffic. CHSRA proposes that the undertaking would result in no effect on the five Los Angeles River bridges described above.

ES.3.2.2 No Adverse Effect under 36 Code of Federal Regulations § 800.5

CHSRA has applied the criteria of adverse effect in accordance with 36 CFR § 800.5 and, based on the impacts associated with the undertaking, no adverse effect on the following built environment historic properties would occur:

- LADWP Main Street Center
- Mission Tower
- William Mead Homes
- United States Post Office Los Angeles Terminal Annex
- Macy Street School
- Los Angeles Plaza Historic District
- Denny's Restaurant
- Kelite Factory Plant No. 1
- Solar Manufacturing Corporation Building

Los Angeles Department of Water and Power Main Street Center

The concourse-related improvements, elevated rail yard, and canopies would be the closest Project components, although they would not be visible from the property because of intervening buildings, including William Mead Homes and Terminal Annex. The Build Alternative would introduce a retaining wall within the railroad ROW adjacent to the historic property boundary; however, proposed infrastructure would not result in acquisition of any character-defining features of the historic property, including contributing buildings. The LADWP Main Street Center property has a utilitarian/industrial character, and the visual elements associated with the new retaining wall supporting railroad tracks at the same general location would not result in changes to the contributing buildings on the property. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the LADWP Main Street Center.

Mission Tower

No physical changes are proposed for Mission Tower. Views of or from Mission Tower are not character-defining and no changes associated with the Build Alternative and design options would adversely affect the characteristics that qualify Mission Tower for listing in the NRHP. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Mission Tower.

William Mead Homes

In the vicinity of William Mead Homes, the Build Alternative includes replacement of an existing iron fence with a new retaining and sound wall adjacent to the rear of the historic property, but within the existing railroad ROW outside of the historic property boundary. The introduction of the new retaining and sound wall would add height and act as a visual screen that would shield the adjacent railroad ROW from view. Because the new retaining wall would be located within railroad ROW and not within the rear of the historic property boundary, no physical changes would occur to William Mead Homes. Moreover, because viewsheds of or from William Mead Homes are not a character-defining feature, this change does not impair the historic property from conveying its significance. Construction of the retaining wall would introduce a visual element with the potential to cast a shadow on nearby buildings and reduce the amount of natural light received by the apartments. Because building design to maximize exposure to sunlight is a character-defining feature of William Mead Homes, a shadow analysis was performed to quantify this impact. The results of the analysis indicate that the retaining wall would cast a fleeting shadow on a portion of the units in the two southeasternmost buildings of the complex for 12 percent of a 24-hour period. This shadow would minimally impact natural light exposure for a small percentage of the complex over a short period of time and would not amount to an adverse effect on the integrity of the property's significant historic features. Construction of the new retaining wall would require a temporary construction easement to provide adequate space for excavation of wall footings and equipment staging. Although character-defining hardscape features such as sidewalks and landscaping may be temporarily affected, no permanent encroachment or effects on William Mead Homes are anticipated that would adversely affect the characteristics that qualify William Mead Homes for listing in the NRHP. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on William Mead Homes.

United States Post Office Los Angeles Terminal Annex

The elevated rail yard with longer and wider train platforms would be implemented adjacent to the rear of the Terminal Annex but would not involve any physical changes to the building or property. The physical changes would be visible from the rear of the building, but this view is not character-defining. These proposed changes would not be visible from the front of the building. The Build Alternative would not encroach on the boundary of the historic property, nor would it adversely affect the characteristics that qualify Terminal Annex for listing in the NRHP. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Terminal Annex.

Macy Street School

The property boundary of Macy Street School would not be directly impacted by the Build Alternative and design options considered. Primary views toward Macy Street School are toward the north from Cesar Chavez Avenue. Although the setting to the west of Macy Street School would change with new infrastructure elements proposed as part of the Build Alternative, the setting does not contribute to historic significance under Criterion A for ethnic heritage or Criterion B for association with Principal Sterry. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on Macy Street School.

Los Angeles Plaza Historic District

Although the grand canopy structure associated with the Build Alternative, and specifically Rail Yard Canopy Design Option 2 may be visible from the Los Angeles Plaza Historic District, the change in view of or from the District would not be considered adverse. None of the characteristics that qualify the Los Angeles Plaza Historic District for listing in the NRHP would have their integrity diminished. The views east from the Plaza have changed substantially since the end of the period of significance in 1932 as a result of eight decades of construction including building LAUS, modernization of Alameda and Los Angeles Streets, and construction of US-101, the El Monte Busway, high-rise condominium buildings, Gateway Plaza, and the Metropolitan Water District of Southern California (MWD) Headquarters, among other buildings. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Los Angeles Plaza Historic District.

Denny's Restaurant

The Build Alternative includes a temporary staging area within the parking lot serving the Denny's Restaurant; however, the Denny's Restaurant building itself would not be physically disturbed or altered, and its setting would be unchanged after construction is completed. Views from Denny's Restaurant toward LAUS would be largely obscured by the Gateway Plaza tower, and there would be no demonstrable visual effect. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on Denny's Restaurant.

Kelite Factory Plant No. 1

The concourse-related improvements, elevated rail yard, and canopies would be the closest Project components, although they would not be visible from the property because of intervening buildings (Kelite Factory Plants No. 2 and 3) located on the same parcel. The Build Alternative would not encroach on the historic property boundary. Given the distance of the building from the railroad ROW (about 500 feet to the rear of the structure) and considering there would be no demonstrable visual effect, CHSRA proposes that the undertaking would result in no adverse effect on Kelite Factory Plant No. 1.

Solar Manufacturing Corporation Building

The Malabar Yard railroad improvements include installation of new freight track along 46th Street within a new rail ROW. The construction would take place over 75 feet to the south of the building and would not encroach on the historic property boundary. The resource is located in an urban area surrounded by industrial buildings and is already in proximity to railroad tracks. Dust, noise, visual, or access impacts would not adversely affect the historic property. Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Solar Manufacturing Corporation Building.

ES.3.2.3 Adverse Effect under 36 Code of Federal Regulations § 800.5

CHSRA has applied the criteria of adverse effect in accordance with 36 CFR § 800.5 and has determined that the undertaking would result in an adverse effect on the following built environment historic properties:

Los Angeles Union Passenger Terminal

Architecturally significant buildings and spaces that comprise the west side of LAUS, including the passenger waiting area, former ticketing room, Harvey House restaurant, and courtyards would not be altered; however, the railroad tracks in the LAUS rail yard would be elevated up to 15 feet higher than existing conditions to accommodate Caltrans' vertical clearance requirements for new run-through tracks over both the El Monte Busway and US-101 and a new expanded passageway with associated concourse-related improvements would be implemented. The Build Alternative and design options considered would destroy or substantially alter some of the following character-defining features that represent the interface of passengers between the station and tracks:

- **Pedestrian Passageway (Tunnel)** – The concourse-related improvements would include a 140-foot-wide expansion of the passageway which require demolition of the narrow, historic pedestrian passageway.
- **Passenger Ramps, Platform Railings, and Solid Balustrades** – Concourse-related improvements require demolition of historic ramps and their railings that connect the pedestrian underpass and railyard platforms and would replace them with modern vertical circulation elements (VCEs; escalators and elevators.
- **Platforms** – Rail yard improvements require demolition of the historic 21-foot-wide platforms (Platforms 2 through 7) and replacement with new 29-foot-wide platforms, approximately 15 feet higher in elevation. The newly proposed platforms would be longer and wider to serve multimodal transportation uses and modern circulation elements.
- **Butterfly Shed Canopies** – Rail yard improvements require demolition of existing butterfly sheds and replacement with canopies (either design option proposed, see Section 1.5.3) that are longer and wider to better serve the new longer and wider platforms.
- **South Retaining Wall** – The proposed run through track structure over the El Monte Busway and US 101 would be designed to span above the existing historic south retaining wall. The south retaining wall is proposed to be raised with the yard; however, the run through tracks structure would cross through the south retaining wall. These modifications would be visible from US-101.
- **Terminal Tower** – The rail yard is proposed to be elevated by 15 feet and a new 10-foot-wide access road is proposed between the existing Terminal Tower and the adjacent tracks. Terminal Tower would be moved and either re-oriented at-grade or raised vertically, depending on the final project design. Terminal Tower would only be demolished if moving the resource is not feasible.
- **Car Supply Building** – The rail yard is proposed to be elevated by 15 feet, and due to the changing elevation and need for a new 10-foot-wide access road, the car supply

building due would be demolished as there would be no way to access the building and no way to move it to another location.

- **Cesar Chavez Avenue Undercrossing** – The rail yard is proposed to be elevated by 15 feet, and due to the changing elevation the undercrossing would be demolished and replaced with a new bridge that also accommodate the egress requirements from the newly proposed platforms.

The most applicable example of Section 106 adverse effects for the undertaking is 36 CFR § 800.5(a)(2)(i): "physical destruction of or damage to all or part of the property." As described above, the parts of the LAUS property that would be demolished would include the following contributing features: the pedestrian passageway, passenger ramps, platform railings, platforms, butterfly shed canopies, car supply building, and Cesar Chavez Avenue Undercrossing. The physical destruction of these features would meet the criteria of adverse effect, even though LAUS would remain listed in the NRHP. In addition, there would be substantial alterations to the south retaining wall and Terminal Tower (and possible demolition of the tower if moving it is found not feasible). While it is not a qualifying characteristic, approximately 5 to 7 feet of the Bauchet Street wall where it joins the Avila Street wall would also be demolished to provide adequate fire access.

A second applicable example of Section 106 adverse effects for the undertaking is 36 CFR § 800.5(a)(2)(v): "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." The contributing features that would be demolished include items such as the pedestrian passageway, passenger ramps, platform railings, platforms, butterfly shed canopies, car supply building, and Cesar Chavez Avenue Undercrossing. These elements would be replaced with modern infrastructure that would be visually different from historic-era features and would contrast with the Spanish Colonial Revival and Streamline Moderne architectural styles of the historic LAUS.

Rail Yard Canopy Design Option 2 would introduce new structural elements in the form of a grand canopy over the rail yard that would be visible behind LAUS' architecturally significant buildings (as visible from Alameda Street and outdoor courtyards) and would result in additional adverse effects by diminishing LAUS' integrity of design, setting, feeling, and association.

The architecturally significant buildings and spaces that make up the west side of LAUS (the passenger waiting area, former ticketing room, Harvey House restaurant, and courtyards) would form the basis for continued NRHP listing after implementation of the Build Alternative. Therefore, CHSRA proposes that the undertaking would result in an adverse effect on the Los Angeles Union Passenger Terminal. In accordance with 36 CFR § 800.6(a), CHSRA will continue to consult with SHPO and other consulting parties to develop and evaluate alternatives or modifications that could avoid, minimize, or mitigate adverse effects on LAUS.

Vignes Street Undercrossing

The Build Alternative would involve destruction of the existing Vignes Street Undercrossing, which would be replaced with a new bridge to support the tracks as they transition from the existing grade at Mission Junction up to the proposed rail yard, which would be raised by approximately

15 feet. Because of the physical destruction of the Vignes Street Undercrossing it would no longer be qualified for NRHP eligibility. Therefore, CHSRA proposes that the undertaking would result in an adverse effect on the Vignes Street undercrossing, which is a significant component of LAUS. In accordance with 36 CFR § 800.6(a), CHSRA will consult with SHPO and other consulting parties to develop and evaluate alternatives or modifications that could avoid, minimize, or mitigate adverse effects on the Vignes Street Undercrossing.

North Main Street Bridge

The Build Alternative would involve safety improvements at the North Main Street Bridge and would introduce new elements, including a new sidewalk and curb ramps, Metrolink wire mesh fence, gates, and hand railings, reconstruction of the northwest and southwest concrete bridge railings and the wing walls supporting the railings due to sidewalk widening, addition of a new roadway median, and new pavement and restriping of the roadway to accommodate the new median and other safety improvements. Work nearby, but not on the North Main Street Bridge, includes railroad gate and traffic signal improvements. These safety improvements have the potential to adversely affect the North Main Street Bridge as a historic property. The bridge's wing walls are an important character-defining feature, and there is no historic-period precedent for a median upon its decking, where the new median would be constructed. Therefore, CHSRA proposes that the undertaking would result in an adverse effect on the North Main Street Bridge. In accordance with 36 CFR § 800.6(a), CHSRA will consult with SHPO and other consulting parties to develop and evaluate alternatives or modifications that could avoid, minimize, or mitigate adverse effects on the bridge.

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of Los Angeles Union Station (LAUS), is proposing the infrastructure improvements associated with the Link Union Station (Link US) Project (Project or proposed action) to address existing capacity constraints at LAUS. For the purposes of the National Environmental Policy Act (NEPA), Metro is serving as the local Project sponsor and joint lead agency.

Pursuant to 23 United States Code (USC) Section 327 and a memorandum of understanding (MOU) between the Federal Railroad Administration (FRA) and the State of California, effective July 23, 2019, under a program known as NEPA Assignment, the California High-Speed Rail Authority (CHSRA) is responsible for the federal review and approval of environmental documents for projects on the high-speed rail (HSR) system and other passenger rail projects that directly connect to the HSR system, including the Link US Project. For the purposes of the environmental impact statement (EIS) being prepared, CHSRA is serving as the federal lead agency with NEPA responsibilities pursuant to the requirements of the NEPA Assignment MOU. CHSRA and Metro are preparing the EIS in compliance with NEPA (42 USC Section 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (*Federal Register* [FR] 64(101), 28545-28556, May 26, 1999), 23 USC Section 139, and the NEPA Assignment MOU.[1, 2]

Pursuant to the MOU requirements between FRA and the State of California, FRA's Environmental Procedures are being used to determine Project-related environmental effects.

This document was prepared to support the EIS in compliance with Section 106 of the National Historic Preservation Act (NHPA). It summarizes the finding of effect regarding the archaeological and built environment historic properties considered as part of the undertaking and provides a determination about the effects of the undertaking on historic properties. Below is an overview of the purpose and need, the Project location, the No Action Alternative, and the major components associated with the Build Alternative and Malabar Yard railroad improvements considered in the EIS. The Build Alternative and Malabar Yard railroad improvements comprise the Section 106

[1] While the environmental impact statement (EIS) was being prepared, the Federal Railroad Administration (FRA) adopted new National Environmental Policy Act (NEPA) compliance regulations (Code of Federal Regulations [CFR] Title 23, Part 771). Those regulations only apply to actions initiated after November 28, 2018. See CFR Title 23, Section.109(a)(4). Because the EIS was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

[2] The Council on Environmental Quality (CEQ) issued new regulations, effective September 14, 2020, updating the NEPA implementing procedures at 40 CFR Parts 1500-1508. However, because this Project initiated the NEPA process before September 14, 2020, it is not subject to the new regulations. The California High-Speed Rail Authority (CHSRA) is relying on the regulations, as they existed prior to September 14, 2020. Therefore, all citations to CEQ regulations in this environmental document refer to the 1978 regulations, pursuant to 40 CFR Section 1506.13 (2020) and the preamble at 85 *Federal Register* (FR) 43340.

undertaking, as detailed on the area of potential effects (APE) map set (see Appendix A).

1.1 Purpose

The purpose of the proposed action is to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub end tracks configuration while preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity and enhancing the safety of LAUS through the implementation of a new passenger concourse, meeting the multi-modal transportation demands at LAUS.

1.2 Need

The need for the proposed action is generated by the forecasted increase in regional population and employment; implementation of federal, state, and regional transportation plans that provide for increased operational frequency for regional and intercity trains; and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

1.3 Project Location

The Build Alternative consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 1-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east.

Figure 1-2 depicts the Project study area considered in the EIS, which includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms at the LAUS rail yard, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through the LAUS throat, which includes a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.

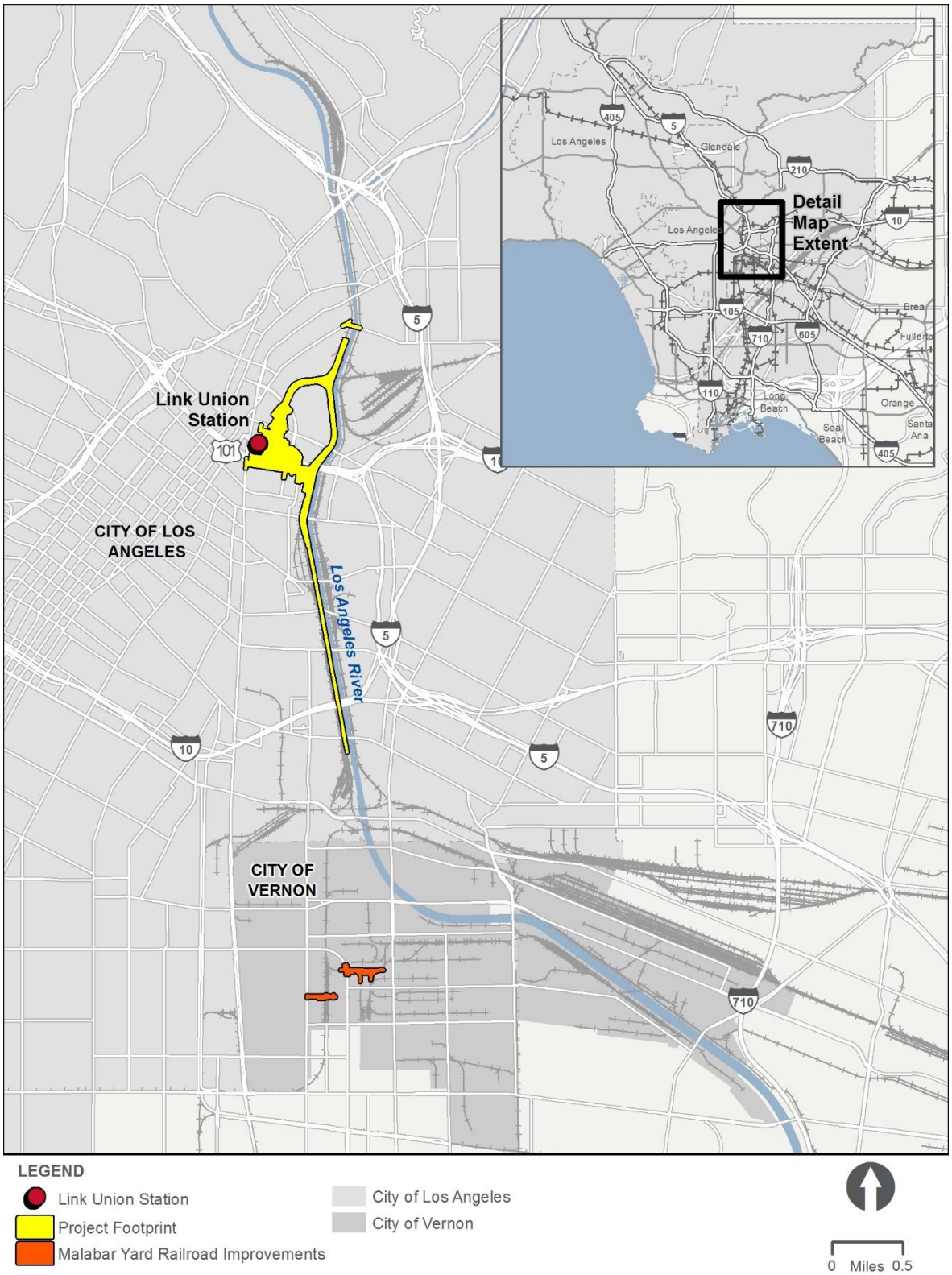
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to Control Point Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to Control Point Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

1.4 Malabar Yard Location

BNSF's Malabar Yard is on the Harbor Subdivision approximately 3 miles south of LAUS in the City of Vernon, California (Figure 1-1). The railroad improvements are located in the vicinity of Malabar Yard primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, in the City of Vernon, California (Figure 1-2).

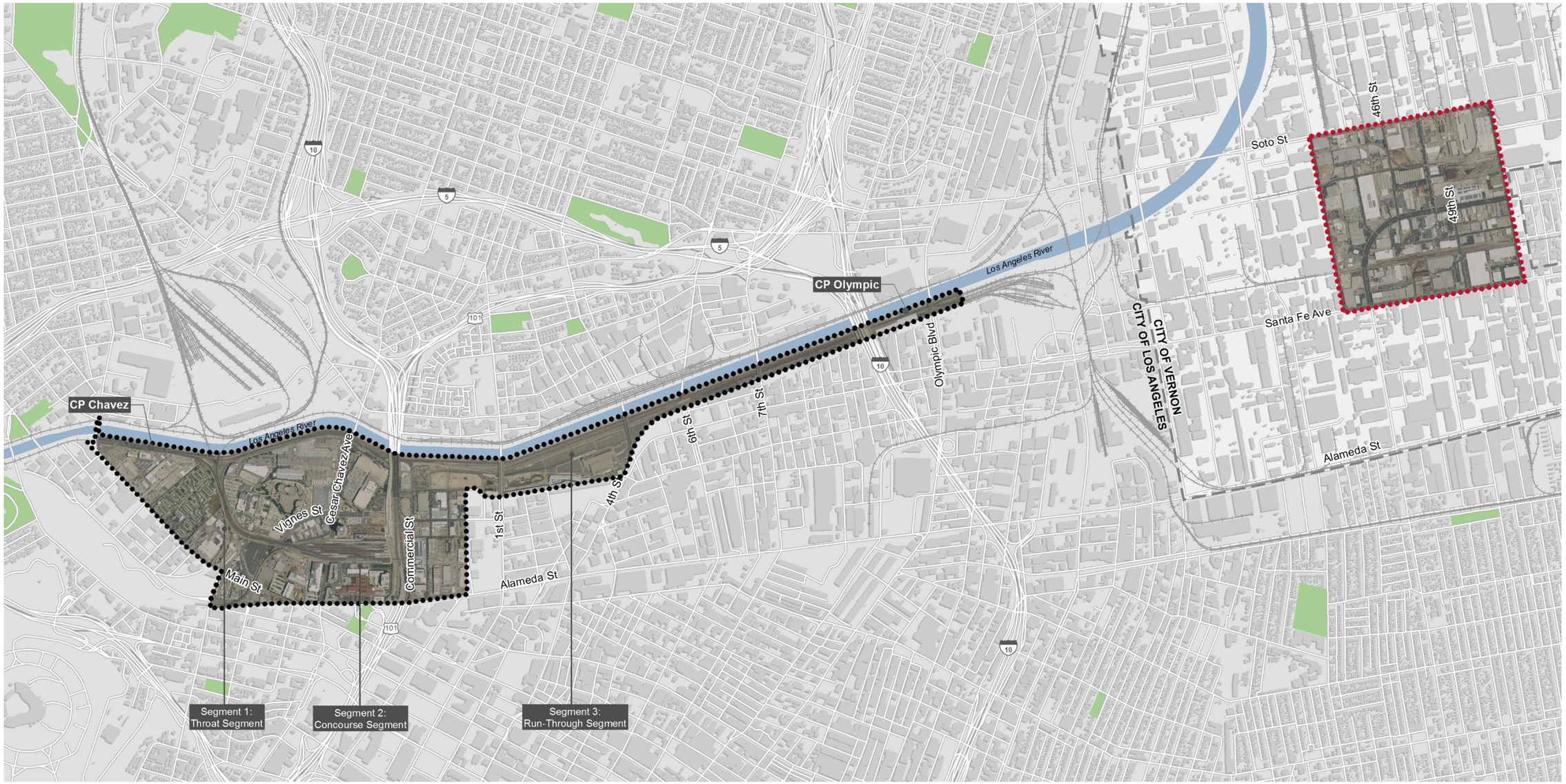
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Figure 1-1. Project Location and Regional Vicinity



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Figure 1-2. Project Study Area and Malabar Yard Study Area



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1.5 Project Alternatives

The EIS includes an evaluation of the No Action Alternative and one build alternative. The Build Alternative would include, but not be limited to, new lead tracks north of LAUS (Segment 1: Throat Segment), an elevated throat and rail yard with concourse-related improvements at LAUS (Segment 2: Concourse Segment), and up to 10 run-through tracks south of LAUS (Segment 3: Run-Through Segment). The EIS also includes an evaluation of the Malabar Yard railroad improvements.

1.5.1 No Action Alternative

NEPA (40 CFR § 1502.14(d)) requires federal agencies to include an analysis of "the alternative of no action." For NEPA purposes, the No Action Alternative is the baseline against which the effects of implementing the Build Alternative are evaluated to determine the extent of environmental and community effects. For the No Action Alternative, the baseline year is 2016, and the horizon year is 2040.

The No Action Alternative represents the future conditions that would occur if the proposed infrastructure improvements and the operational capacity enhancements at LAUS were not implemented. The No Action Alternative reflects the foreseeable effects of growth planned for the area in conjunction with other existing, planned, and reasonably foreseeable projects and infrastructure improvements in the Los Angeles area, as identified in planning documents prepared by Southern California Association of Governments (SCAG), Metro, and/or Metrolink, including the 2023 Federal Transportation Improvement Program (SCAG 2023), *Final 2008 Regional Comprehensive Plan* (SCAG 2008), and the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy: Connect So Cal* (SCAG 2020).

Conditions in the Project study area would remain similar to the existing condition, as described below:

- **Segment 1: Throat Segment** – Trains would continue to operate on five lead tracks that do not currently accommodate the planned HSR system. The tracks north of LAUS would remain at the current elevation, and the Vignes Street Bridge and Cesar Chavez Avenue Bridge would remain in place.
- **Segment 2: Concourse Segment** – LAUS would not be transformed from a stub-end tracks station into a run-through tracks station, and the 28-foot-wide pedestrian passageway would be retained in its current configuration. No modifications to the existing passenger circulation routes or addition of vertical circulation elements (VCEs; escalators and elevators) at LAUS would occur.
- **Segment 3: Run-Through Segment** – Commercial Street would remain in its existing configuration, and active transportation improvements would likely be implemented along Center Street in concert with the *Connect US Action Plan* (Metro 2015). No modifications to the BNSF West Bank Yard would occur.

1.5.2 Build Alternative

The key components associated with the Build Alternative are summarized north to south below:

- **Segment 1: Throat Segment (lead tracks and throat track reconstruction)** – The Build Alternative includes subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Build Alternative includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and future operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of Control Point Chavez on the west bank of the Los Angeles River, the Build Alternative also includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Segment 2: Concourse Segment (elevated rail yard and expanded passageway)** – The Build Alternative includes an elevated rail yard and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1, serving the Gold Line, would be lengthened, and elevated to optimize east to west passenger circulation. The pedestrian passageway would be expanded to a 140-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code and National Fire Protection Association 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height, and two design options are considered for canopies that would extend over the rail yard (Section 1.5.3).
- **Segment 3: Run-Through Segment (up to 10 run-through tracks)** – The Build Alternative includes up to 10 new run-through tracks south of LAUS in Segment 3 of the Project study area (run-through segment). The Build Alternative includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street Bridge) to support run-through tracks for both regional/intercity rail trains and future HSR

trains. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure, would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Build Alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control, and communications; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to the Amtrak lead track; addition of access roadways to the railroad right-of-way (ROW); land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

1.5.3 Rail Yard Canopy Design Options

Two design options for canopies over the elevated platforms in the rail yard are considered in conjunction with the concourse-related improvements as part of the Build Alternative.

- **Rail Yard Canopy Design Option 1 (individual canopies)** – This design option would include replacing the existing butterfly shed canopies with individual canopies above each platform. New individual canopies would extend up to 25 feet above each platform and would be similar in form to the existing butterfly shed canopies but sized to fit the widened and lengthened platforms. Platform lengths would vary between 450 and 1,445 feet. Platforms would be up to 30 feet wide.
- **Rail Yard Canopy Design Option 2 (grand canopy)** – This design option would include replacing the existing butterfly shed canopies with a large grand canopy that would extend up to 75 feet above the elevated rail yard platforms. The grand canopy would be up to 1,500 feet long and wide enough to provide cover over all elevated platforms in the rail yard.

1.5.4 Malabar Yard Railroad Improvements

An overview of the Malabar Yard railroad improvements considered in the City of Vernon is provided below:

- ***49th Street Closure* –** Closure of the at-grade railroad crossing at 49th Street would accommodate the loss of track storage capacity at the BNSF West Bank Yard by approximately 3,350 track feet. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are being considered for a closure of the at-grade crossing at 49th Street, as described below:
  - Design Option 1 – Offset Cul-de-Sac
  - Design Option 2 – Hammerhead Cul-de-Sac

- ***46th Street Connector –*** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are being considered for a new track connection along 46th Street. as described below:
  - 46th Street Connector Design Option 1 – Southern Alignment
  - 46th Street Connector Design Option 2 – Northern Alignment

1.6 Project Implementation Approach

The implementation of infrastructure improvements would generally occur in three main phases that are evaluated as scenario years in the EIS: the interim condition, the full build-out condition, and the full build-out with HSR condition. The infrastructure improvements as part of the interim, full build-out, and full build-out with HSR condition are described below.

1.6.1 Interim Condition

The interim condition is when the run-through track infrastructure south of LAUS would be implemented, in addition to the associated signal modifications, property acquisitions, and civil/structural improvements to facilitate new run-through service. The interim condition does not include new lead tracks north of LAUS, or the elevated rail yard and new concourse-related improvements at LAUS. The infrastructure improvements as part of the interim condition would be implemented as early as 2026.

A summary of the proposed activities associated with the interim condition is provided below.

- Acquire properties south of LAUS within the Project Footprint
- Relocate utilities north and south of LAUS
- Acquire a portion of the BNSF West Bank Yard (majority north of 1st Street) and remove 5,500 track feet of existing storage tracks at BNSF West Bank Yard
- Construct special track work and modify signal/communication infrastructure north of LAUS
- Construct a run-through track ramp on the southern extent of Platform 4 at LAUS
- Construct a common viaduct/deck over US-101 wide enough to accommodate 10 run-through tracks south of LAUS
- Construct a common embankment from Vignes Street to Center Street south of LAUS
- Construct common Center Street Bridge south of LAUS
- Construct common embankment or new common bridge from Center Street to Amtrak Bridge south of LAUS
- Construct common Amtrak Bridge south of LAUS
- Construct Division 20 access road

- Construct common rail embankment on the west bank of the Los Angeles River (from Amtrak Bridge to First Street Bridge)
- Construct new dedicated lead tracks for BNSF freight trains and Amtrak trains
- Construct two run-through tracks from Platform 4 at LAUS to the main line tracks on the Los Angeles River

Some embankments and/or bridges south of LAUS could be constructed in a phased manner.

1.6.2 Full Build-Out Condition

The full build-out condition is when new lead tracks and the elevated throat north of LAUS, along with the elevated rail yard and concourse-related improvements at LAUS would be implemented. The infrastructure improvements as part of the full build-out condition would be implemented as early as 2031.

A summary of the proposed activities associated with the full build-out condition is provided below.

- Construct new compatible lead tracks and reconstruct throat north of LAUS
- Construct new bridges over Vignes Street and Cesar Chavez Avenue north of LAUS
- Construct elevated rail yard, concourse-related improvements, and East/West Plazas at LAUS
- Construct additional run-through tracks on previously constructed structures south of LAUS.

1.6.3 Full Build-Out with High-Speed Rail Condition

The full build-out with HSR condition is when HSR tracks and catenaries would be electrified and operational through the Project limits. The EIS identifies where HSR tracks, catenaries, and related operational infrastructure would be located throughout the Link US Project limits. Operation of HSR trains would occur on two of the lead tracks north of LAUS, Platforms 2 and 3 and associated Tracks 3 through 6 at LAUS, and common rail bridges and embankments south of LAUS. The full build-out with HSR condition corresponds to an HSR opening year consistent with the 2022 Business Plan (as early as 2033).

1.7 Public Participation

The NEPA process has included an extensive public outreach effort, including formal and informal outreach methods such as public meetings, key stakeholder and community group briefings, project development team and agency coordination meetings, advertisements, email blasts, mailings, pamphlet distribution, website updates, and social media engagement. While the outreach prior to December 2019 did not specifically discuss NEPA being coordinated with Section 106 of the NHPA, the following information was included with the Notice of Intent (NOI), which was widely noticed by FRA at the time, posted on Metro's website, and available at the Project scoping meeting held on June 2, 2016:

> *The EIS will also document FRA's compliance with other applicable federal, state, and local laws, including Section 106 of the NHPA (54 United States Code 306108), Section 4(f) of the United States Department of Transportation Act of 1966 (49 United States Code 303(c)), Section 309(a) of the Clean Air Act (42 United States Code 7609(a)), and Executive Order 12898 and United States Department of Transportation Order 5610.2(a) on Environmental Justice.*

At the time of the Project scoping (June 2016), FRA (while still the NEPA lead agency at the time) and Metro intended to prepare a joint EIS/EIR pursuant to the requirements of NEPA and CEQA. Stakeholders were contacted prior to the Link US scoping meeting with a general Project update, information on the public meeting, and an offer to brief each entity to ensure they were informed about the Project and able to provide comments. Prior to and after the scoping meeting, several of these key stakeholders were provided briefings on the Project and were encouraged to comment during the NEPA NOI and CEQA Notice of Preparation comment periods:

- The NOI was published in the *Federal Register* and the comment period was from May 31, 2016, through June 30, 2016.
- The Notice of Preparation was published on the State's clearinghouse website with the comment period beginning on May 27, 2016, and ending on June 27, 2016.
- Both documents were also distributed to the public through mail and advertisements and available on the Project website.
- A combined notice was also published in several local multicultural publications in different languages, including the Los Angeles Downtown News (English), La Opinión (Spanish), Rafu Shimpo (Japanese), and the Chinese Los Angeles Daily News (Chinese). These are the predominant newspapers circulated in the neighborhoods around LAUS and cover the main languages spoken in these areas.

The Link US scoping meeting was held on June 2, 2016, at the Metro Headquarters Building in Downtown Los Angeles. The NEPA scoping meeting allowed for public comments on many environmental topics, including cultural resources and historic properties. There were 45 stakeholders in total in attendance at the June 2, 2016 scoping meeting, with 37 community stakeholder attendees. The community stakeholders included elected officials, public agencies, community organizations, and media.

During the NOI and Notice of Preparation scoping periods and the scoping meeting, written comments were received from individuals regarding three cultural resources that should be considered in the analysis (Section 5.1.1 for details).

On September 17, 2020, a revised NOI was issued to solicit additional public and agency input into the development of the scope of the EIS for the Link US Project in response to the potential need for railroad improvements at Malabar Yard in the City of Vernon. The revised NOI was published in the *Federal Register*, and the comment period occurred between September 17, 2020, and October 19, 2020. The revised NOI specifically discussed that CHSRA will coordinate compliance with the Section 106 of the NHPA:

> *Implementation of the Link US Project is a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of Section 106 of the NHPA. In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR Part 800, the Authority intends to coordinate compliance with Section 106 of the NHPA with the preparation of the Link US Project EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8. Public comment is sought with respect to the evaluation of potential effects on historic properties.*

An additional scoping meeting for the revised NOI that integrated Section 106 and historic properties was held on October 8, 2020. No comments were received as it relates to historic properties.

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2.0 Area of Potential Effects

Section 106 of the NHPA, as amended (Section 106, 54 United States Code 306108), requires that effects on historic properties be taken into consideration in any federal undertaking. The Section 106 regulations define historic properties as follows (36 CFR § 800.16[l][1]):

> *Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional, religious, and cultural importance to an Indian tribe or Native Hawaiian organization and that meet National Register criteria.*

The APE is defined in 36 CFR § 800.16(d) of the Section 106 regulations as: "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." An overview of the APE is depicted on Figure 2-1. Detailed APE maps are presented in Appendix A:

- **Project Footprint** – The Project Footprint is used for the identification, evaluation, and assessment of effects for archaeological resources. It includes any ground area that would potentially be physically impacted by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. Additional properties that may be physically affected as a result of the Build Alternative or Malabar Yard railroad improvements (e.g., due to the potential alteration of bridges and highways) are also included.
- **APE** – The APE is used for the identification, evaluation, and assessment of effects for built environment resources. It includes the parcels encompassed by the Project Footprint. If any portion of a parcel is included in the Project Footprint, the entire parcel is included within the APE. Additionally, the APE includes any adjacent parcels containing historic properties sensitive to permanent visual or noise and vibration effects.

The APE includes the entirety of LAUS, both the primary building and associated resource attributes, which were listed in the NRHP in 1980. North of the LAUS terminal building in the throat segment, the APE includes the Project Footprint where the North Main Street Bridge safety improvements are proposed, and where new lead tracks and improvements to the Vignes Street Undercrossing would be constructed, plus properties near and at Avila Street. At the LAUS terminal (concourse segment), the APE includes the Project Footprint of the rail yard, including the Cesar Chavez Avenue Undercrossing, the pedestrian passageway, and various ramps, butterfly shed canopies, and platforms/track alignments. Patsaouras Transit Plaza and adjacent parcels to the east are also within the APE. The southern part of the APE, in the run-through

tracks segment, includes US-101, undeveloped lots and early to mid-twentieth-century industrial buildings, and railroad-related uses along the west bank of the Los Angeles River. The portion of the APE in the City of Vernon is located in an industrial setting in the vicinity of the BNSF Malabar Yard (see APE map in Appendix A). The subsurface vertical extent of the Project Footprint is depicted on Figure 2-2; Table 2-1 summarizes the estimated maximum vertical excavation depths associated with major Project components.

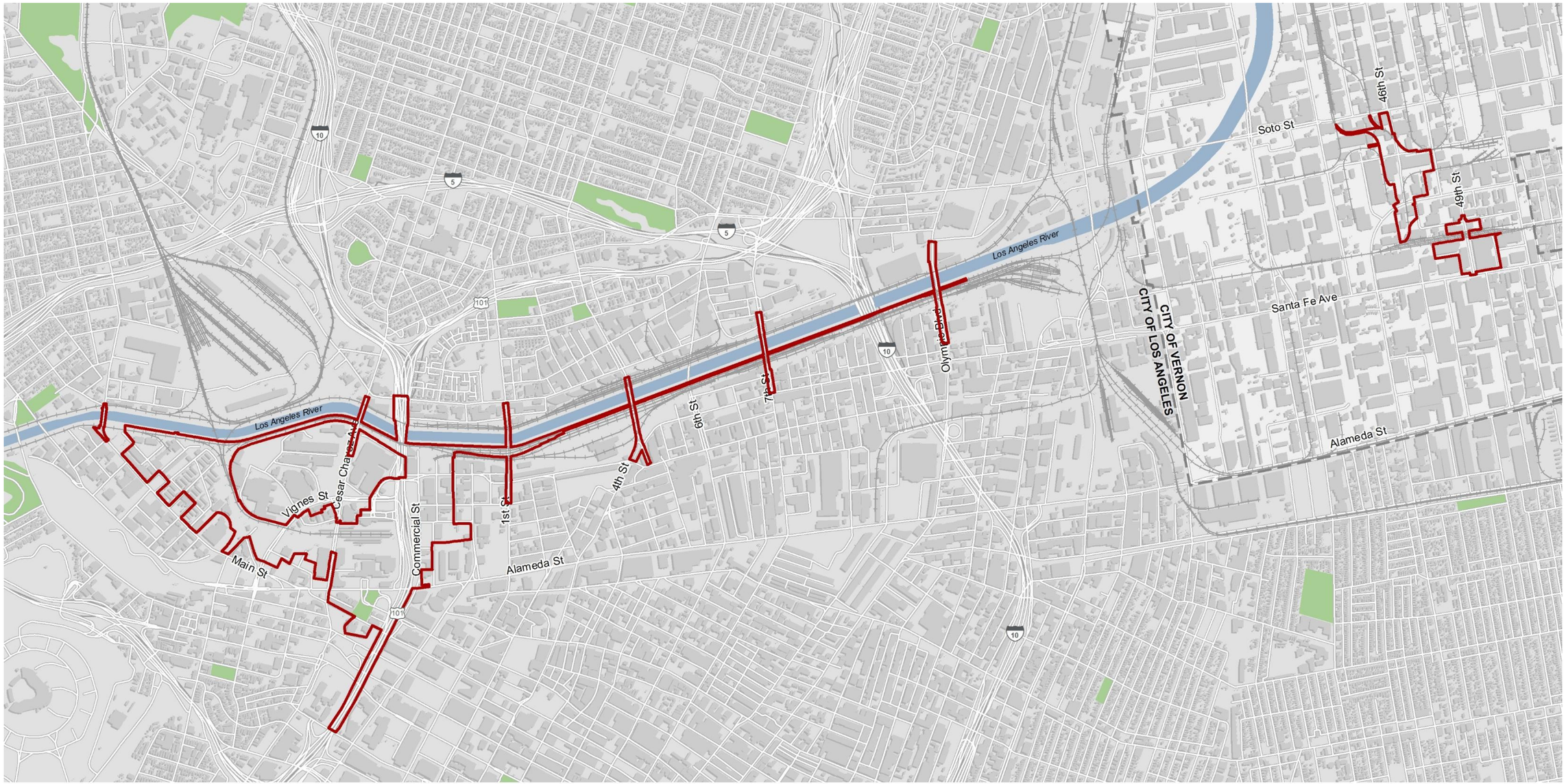
Table 2-1. Estimated Maximum Vertical Excavation Depths

Major Project Component	Ground Disturbing Construction Activity	Maximum Depth Associated with Ground Disturbance
Throat reconstruction	Utility relocations	Up to 20 feet
	Track widening	Up to 5 feet
	Throat reconstruction (over excavation only)	Up to 5 feet
	Vignes Street and Cesar Chavez Avenue bridge supports	Up to 100 feet
	Drainage improvements (cistern)	Up to 20 feet
	North Main Street Bridge safety improvements	Up to 5 feet
Elevated rail yard/concourse-related improvements	Expanded passageway	Up to 20 feet
	East Plaza/West Plaza	Up to 10 feet
	Utility relocations	Up to 20 feet
	Drainage improvements (cisterns)	Up to 20 feet
Run-through tracks	Support piers/bents	Up to 100 feet
	Utility relocations	Up to 20 feet
	Berms	Up to 5 feet
Main line connection	Support piers	Up to 100 feet
	Track reconstruction (over excavation only)	Up to 5 feet
	BNSF West Bank Yard track work	Up to 5 feet
BNSF Malabar Yard	Los Angeles junction track connection	Up to 10 feet
	Grade crossings	Up to 10 feet
	49th Street closure	Up to 10 feet

Notes:

Anticipated depths of disturbance are for Project-related infrastructure only and do not account for additional excavation required for potentially hazardous materials.

Figure 2-1. Area of Potential Effects



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Figure 2-2. Estimated Maximum Vertical Excavation Depths – Link Union Station Build Alternative and Malabar Yard Railroad Improvements



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3.0 Criteria of Adverse Effect

To comply with Section 106 of the NHPA, any effects of the undertaking on historic properties were analyzed by applying the criteria of adverse effect (36 CFR § 800.5[a]), as described below.

> *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 Project that may occur later in time, be farther removed in distance or be cumulative.*

Adverse effects on historic properties include, but are not limited to, the following items:

- Physical destruction of, or damage to, all or part of the property
- 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 of the Interior's Standards for the Treatment of Historic Properties* (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- 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
- 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

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4.0 Finding of Effect – Archaeology

This section reports the finding of effect on archaeological historic properties that have been identified within the APE, documenting the application of the Section 106 criteria of adverse effect (36 CFR § 800.5).

4.1 Section 106 Consultation

Section 106 affords consulting Native American Tribes, consulting parties, the Advisory Council on Historic Preservation, and SHPO a reasonable opportunity to comment on any undertaking that would adversely affect historic properties. Consultation with Native American tribes, other consulting parties, and SHPO occurs throughout the Section 106 process. The Advisory Council on Historic Preservation can be invited to participate in the Section 106 review process by any of the consulting parties and typically assists in identifying or negotiating appropriate treatments for the resolution of adverse effects on historic properties that cannot be avoided through project redesign.

FRA—the previous federal lead agency for Link US—undertook consultation related to the identification and evaluation of historic properties in the APE with the Native American Heritage Commission (NAHC) and Native American tribes, groups, individuals, and other interested parties, in compliance with Section 106 of the NHPA. As reported in the HPSR and its supporting documents (Metro 2018a, 2018b, 2018d), due to the proximity of the project to the Los Angeles Plaza Cemetery (CA-LAN-4218H) a response to consult was received from one federally recognized Native American Tribe: Soboba Band of Luiseño Indians (Soboba); three California Native American Tribes on the contact list maintained by the NAHC requested to consult based on the presence of CA-LAN-1575/H: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino/Tongva Nation, and the Tongva Ancestral Territorial Tribal Nation.

In a meeting between FRA, Metro, and Soboba held on November 16, 2016, Soboba noted that the project is located generally outside of the Tribe's area of concern, but that they were consulting due to the Project's close proximity to the Los Angeles Plaza Church Cemetery (1823-1844) where at least 40 documented Luiseño burials from the 1800s have been identified. Per the feedback obtained by representatives of Soboba, their concern for the Project is related to the historic period only. They stated a preference that all artifacts are reburied on site, with an area designated specifically for reburial of human remains, such as a cultural resource easement. Soboba recommended preservation in place and avoidance of resources with a stress on avoidance, and that a historic properties management plan be prepared to deal with the treatment and disposition for cultural resources and human remains. After reviewing further Project information, representatives from Soboba asked that they be informed if historic-era human remains are encountered during construction, but otherwise concluded Section 106 consultation on February 1, 2017, via email.

Meetings with tribal representatives were held in August 2018 to discuss concerns regarding the eligibility of site CA-LAN-1575/H. Records of archaeologically focused consultation meetings with

SHPO and Native American Tribes can be found as attachments to the evaluation report for CA-LAN-1575/H (Metro 2018d). Those meetings did not result in additional information that altered the FRA's analysis that the Ethnohistoric or Native American component of CA-LAN-1575/H is significant under Criterion D, but further informed the sensitivity of the APE. Tribal representatives of the Gabrieleño Band of Mission Indians – Kizh Nation expressed concerns to FRA and Metro that human remains previously discovered within the Project Footprint as part of other projects near the location of the historic El Aliso tree (which was located in the Commercial Street corridor but is no longer standing) may represent the remains of people who had a high status, due to rich burial goods found in nearby contexts. Tribes were also concerned that the area where Native American remains and burials may be encountered is much larger than the mapped site. Tribes requested that the monitoring and treatment plans carefully analyze where construction may potentially impact Native American remains and that the plans should emphasize a heightened sensitivity in the areas where Native American components may be present. It was also requested that archaeological testing occur prior to construction.

On September 20, 2018, FRA held a follow-up meeting with SHPO to provide an update on the results of identification and evaluation of cultural resources for the Project. SHPO raised concern about the likelihood of encountering human remains based on the results of the Metro Patsaouras Plaza Busway Station Project (Section 4.2.1). SHPO also noted that, considering that the rail yard had been in continual use since 1939, and given the history of the surrounding region for refining petroleum, the potential presence of hazardous materials should be taken into consideration when selecting appropriate mitigation options (including recommendations for data recovery and monitoring).

In a letter to Metro, commenting on the Link US Draft EIR regarding Archaeological Site CA-LAN-1575/H, Caltrans stated the following:

- The portion of archaeological site CA-LAN-1575/H that extends within Caltrans ROW is a state-owned Historical Resource.
- Pursuant to requirements in Public Resources Code 5024(f), Caltrans will require consultation with SHPO regarding the potential for the Project to affect CA-LAN-1575/H.

With the assignment of FRA's environmental responsibilities under NEPA to CHSRA, Section 106 consultation for the Project is now continued by CHSRA.

A full disclosure of information on the meetings and Section 106 consultation conducted over the past several years can be found in the Link US HPSR and supporting technical reports (Metro 2018a, 2018b, 2018c) as well as in the *Link US Supplemental Cultural Resource Report* (Metro 2020) and *Link US Second Supplemental Cultural Resource Report* (Metro 2023). Section 106 consultation specific to Project effects and resolution of adverse effects is documented in Appendix C.

CHSRA has received no further communication from Soboba since the tribe concluded Section 106 consultation on February 1, 2017. The tribal representative of the Tongva Ancestral Territorial

Tribal Nation, John Tommy Rosas, is now deceased, and there are no alternate representatives from this tribe to consult with for the Project.

For archaeological resources, Section 106 consultation is ongoing for the resolution of adverse effects with the following Native American tribes:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva Nation

In addition to discussion with these Tribes, Section 106 consultation specific to archaeological resources for the Project is ongoing with SHPO and Caltrans, District 7.

As documented in the *Link US Supplemental Cultural Resource Report* (Metro 2020), in February of 2020 consulting parties were provided with information on the location of the Malabar Yard railroad improvements and related cultural resource identification efforts, including an assessment of the archaeological sensitivity where Malabar Yard railroad improvements would occur within the City of Vernon. The following responses were received:

- The Gabrieleño Band of Mission Indians – Kizh Nation agreed with the results of the cultural resource identification efforts and sensitivity assessment and provided contextual information about Native American settlements in the vicinity of Vernon.
- The Gabrielino/Tongva Nation stated it had no information about cultural resources in the City of Vernon.
- As a cooperating agency, Caltrans reviewed drafts of the *Link US Supplemental Cultural Resource Report* and noted it had no comments since the Malabar Yard railroad improvements are outside of Caltrans ROW.

As documented in the *Link US Second Supplemental Cultural Resource Report* (Metro 2023), in April and May of 2023 consulting parties were provided with information on additional cultural resource identification efforts in the APE. The following responses were received regarding archaeological resources:

- The Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrielino/Tongva Nation had no comments or concerns on the document.
- As a cooperating agency, Caltrans requested to be kept informed about the outcome of consultation with Native American Tribes and provided a copy of an interim monitoring report for the Los Angeles Department of Transportation (LADOT) Bus Maintenance and Compressed Natural Gas (CNG) Fueling Facility Project detailing the discovery of Native American burials during utility trenching along Commercial Street and their subsequent reinterment. Caltrans requested confirmation that the expanded boundary of archaeological site CA-LAN-1575/H encompasses a parcel that would be acquired for the Project from Caltrans right-of-way on the south side of US-101, at the eastbound on-ramp from Commercial Street. The parcel in question would require a covenant to be negotiated between consulting Tribes, Caltrans, Metro, and SHPO in order to transfer Caltrans'

responsibilities under Section 5024 of the California Public Resources Code to the new owner.

Given the presence of the Historic Los Angeles Chinatown-related deposits within archaeological site CA-LAN-1575/H, multiple invitations to consult were extended to Los Angeles-based Chinese-American societies, including the Chinese American Museum, the Chinese Historical Society of Southern California, and the Chinese Business Improvement District. Follow-up telephone calls were made by HDR Engineering, Inc. to Mr. Eugene Moy, who is involved with both the Chinese Historical Society of Southern California and the Chinese American Museum. To date, none of these groups have asked to consult on the Project regarding the potential to affect the Chinatown aspect of CA-LAN-1575/H.

4.1.1 Comments Relating to Potential Effects on Archaeological Historic Properties

Consulting parties have had the opportunity to review this *Link US ~~Draft~~ Final Finding of Effect Report* and comment on proposed draft measures to avoid, minimize, and mitigate adverse effects on historic properties (Appendix E). All consultation occurring during consulting party review of this *Link US ~~Draft~~ Final Finding of Effect Report* is memorialized in detail within Appendix C.

The following comments were received regarding potential effects on archaeological historic properties and are addressed in the proposed draft measures to avoid, minimize, and mitigate adverse effects on historic properties (Appendix E):

- The Gabrieleño Band of Mission Indians – Kizh Nation stated that the APE is extremely sensitive for Native American burials and the area represents a cemetery. The tribe requested that measures to resolve adverse effects include tribal monitoring provisions to address human remains that may be in fill and previously disturbed deposits, and that archaeological monitors be required to have experience with the identification of human remains.
- The Gabrielino/Tongva Nation stated that it concurs with the findings of the *Link US Draft Finding of Effect Report* for archaeology and that it considers the proposed measures to resolve adverse effects to be adequate.
- Caltrans concurred with the findings for archaeology of the *Link US Draft Finding of Effect Report* and stated that acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H, will require negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer to Metro Caltrans' responsibilities under Section 5024 of the California Public Resources Code. The covenant cannot be completed until the CEQA environmental document is complete and the Section 106 agreement document has received SHPO concurrence, as the final mitigation measures must also be included in the covenant. Caltrans also offered to provide copies of recent cultural resource studies that could be used to inform the Archaeological Treatment Plan to be prepared for the

Project and recommended that the proposed mitigation measure for archaeological historic properties reference the California Office of Historic Preservation's guidelines for curation.

4.2 Description of Historic Property

4.2.1 Archaeological Site CA-LAN-1575/H

Archaeological site CA-LAN-1575/H was identified within the APE, specifically beneath LAUS in the concourse segment. The site boundaries are based on historical research and archaeological discoveries made during construction projects that exposed portions of the site, rather than systematic boundary testing. At its original recordation, site boundaries were arbitrarily defined as the block north of US-101, bounded on the west by Alameda Street, on the north by Cesar Chavez Avenue, and to the east by the eastern edge of the railroad tracks behind LAUS. Recent cultural resource investigations undertaken for Metro projects in the area are discussed in detail below and have resulted in boundary expansions on the east and south.

Archaeological site CA-LAN-1575/H is a multicomponent site with features grouped into three broad overlapping temporal/cultural components:

- The Prehistoric/Historic Native American Period (AD 1000–1848)
- The Spanish-Mexican Period (AD 1781–1850)
- The American Period – Historic Los Angeles Chinatown (AD 1850–1966)

FRA determined the site eligible for listing in the NRHP under Criterion D for the current Project; a detailed description and evaluation of the site is included the evaluation report for archaeological site CA-LAN-1575/H (Metro 2018d). SHPO concurrence was received on September 27, 2018 (Appendix B).

Subsurface deposits at CA-LAN-1575/H are below and beyond the developed and operational portions of LAUS, which was built between 1933 and 1939. Artificial fill varies in depth from 3 feet to up to 24 feet covering a portion of the demolished Historic Los Angeles Chinatown and other American Period features. This large amount of fill material was placed over the leveled site of Historic Los Angeles Chinatown to construct LAUS, creating a cap over CA-LAN-1575/H where the active rail yard lies. As reported in the *Link US Archaeological Survey Report* (Metro 2018b), the field survey for the Project did not result in observations of any remnants or indications of CA-LAN-1575/H as above the layer of fill, the entire area of the site and beyond is covered by built environment, including buildings, structures, railroad tracks, and ballast associated with LAUS and the larger urban landscape.

Based on previous studies (Metro 2018d), the site boundary was overlain with a modern aerial map and the area was georeferenced with historic Sanborn fire insurance maps (Appendix D). Additionally, the loci or concentrations of the constituents of resource CA-LAN-1575/H encountered during previous excavations were shown against the mapped site boundary (Appendix D). This map provides both a frame of reference for the finds that were discovered

during those various projects and for the areas that have already been destroyed at the site because of modern development.

It is highly probable that the precontact component and remains of early development of Los Angeles (with the exception of Historic Chinatown, which is fairly well-contained within the site boundary) in and around LAUS extend well beyond the limits of the site boundary and are located throughout the APE (Metro 2018a, 2018d).

Recent discoveries made during two Metro projects in the area—the Patsaouras Plaza Busway Station Project and Cesar Chavez Bus Stop Improvements Project—have expanded the boundaries of CA-LAN-1575/H east of LAUS toward Lyons Street and Vignes Street, and south of US-101 to the portion of Commercial Street roughly between Garey Street and Vignes Street. Draft reports generated by these and other recent investigations near LAUS were provided by Metro staff. Additionally, Caltrans provided a copy of an interim monitoring report for the LADOT Bus Maintenance and CNG Fueling Facility Project that details the discovery of Native American burials during trenching along Commercial Street and their subsequent reinterment. New information is summarized below and reported in detail in the *Link US Second Supplemental Cultural Resource Study* (Metro 2023). Because fieldwork, analysis, and reporting on some of these projects are still underway, the information reviewed is preliminary and may be subject to revision.

Metro Patsaouras Plaza Busway Project: In support of the Patsaouras Plaza Busway Project excavations were completed adhering to the terms of an archaeological treatment plan, prepared to guide post-review cultural resource discoveries at Union Station/Patsaouras Plaza including the identification, evaluation, and treatment of archaeological site CA-LAN-1575/H. Data recovery excavations and construction monitoring are complete for the Project. However, reporting is still underway.

Archaeological construction monitoring and data recovery operations carried out between 2017 and 2021 in the area immediately east and southeast of LAUS identified a total of 46 archaeological features (Metro, personal communication 2023). Of these, 33 features were found to have association and integrity and, therefore, were recommended to contribute to the significance of CA-LAN-1575/H. Features identified in the Patsaouras Plaza Busway Project area include:

- Structural remains dating from the 1830s through the 1930s
- Historical-period refuse pits
- Historical-period residential midden
- Historical-period human remains (medical specimens) associated with the University of Southern California Medical College and dating from the late 1800s

The features identified in the Patsaouras Plaza Busway Project area are distributed to the south and southeast of the original site boundaries of CA-LAN-1575/H. They extend south and southeast of the Metropolitan Water District Headquarters building and south of US-101 near the

intersection of East Commercial Street and the onramp to eastbound US-101. Consequently, the boundaries of CA-LAN-1575/H were expended to incorporate the newly found features. Based on the presence of significant features dating to the 1830s or earlier, it was also recommended that the Spanish-Mexican Period be included as a period of significance of CA-LAN-1575/H.

Metro Cesar Chavez Bus Stop Improvements Project: Three historic-period features—consisting of historic foundation remnants and two early twentieth century refuse deposits—were identified during monitoring for the Cesar Chavez Bus Stop Improvements Project in 2020, immediately adjacent to the northeastern corner of the original site boundaries of CA-LAN-1575/H. Following data recovery excavations, the refuse deposits were recommended to contribute to the eligibility of CA-LAN-1575/H under Criterion D. The boundaries of CA-LAN-1575/H were extended east to the intersection of Cesar Chavez Avenue and Lyon Street to encompass the new features.

LADOT Bus Maintenance and CNG Fueling Facility Project: In November 2017, during mechanical trenching for offsite utility alignments along Commercial Street, a trench wall collapsed and exposed two separate precontact Native American burials. The NAHC identified Andrew Salas, tribal chairperson for the Gabrieleño Band of Mission Indians – Kizh Nation, as the most likely descendant. At the request of Chairperson Salas, the recovered human remains and associated grave goods were returned to the discovery location and reinterred adjacent to the utility trench. Upon conclusion of the repatriation, permanent shoring was installed in the utility trench and the reburial location was capped with screened soil, concrete, and a steel plate welded to the permanent shoring plates.

Additional discoveries: Archaeological features dating to the Spanish-Mexican and American periods have recently been identified in other cultural resource investigations outside the boundaries of CA-LAN-1575/H, including beneath the paved surface and sidewalk of Alameda Street, in front of LAUS, and southwest of the intersection between Commercial Street and Garey Street, south of US-101.

The entirety of the Project Footprint in the vicinity of LAUS is sensitive for the presence of CA-LAN-1575/H (Metro 2018a, 2018d, 2020, 2023) and, as a result of current Section 106-related consultation with tribal representatives of the Gabrieleño Band of Mission Indians – Kizh Nation in a meeting held on July 11, 2023, and recent discoveries during construction, CHSRA further understands that the Commercial Street area in the southern portion of the APE should also be considered highly sensitive for the presence of precontact and ethnohistoric Native American human remains. As a result, Metro's early planning efforts to date have resulted in a reduced depth of disturbance for the proposed run-through tracks structure through the Commercial Street corridor, as discussed further in Chapter 6.

4.3 Application of Criteria of Adverse Effect

4.3.1 Historic Property with an Adverse Effect

Archaeological Site CA-LAN-1575/H

The undertaking would result in an adverse effect on NRHP-eligible archaeological site CA-LAN-1575/H (Table 4-1 and Appendix D). Although a large percentage of the known site has been covered in artificial fill, Table 2-1 shows that the proposed depth of construction activities ranges between 5 and 100 feet below the present ground surface. Many activities would penetrate below the maximum recorded level of artificial fill and would likely impact intact archaeological deposits.

In a comment letter dated July 12, 2023, Caltrans agrees with CHSRA's finding of adverse effect on archaeological site CA-LAN-1575/H. It is possible that additional effects would be determined through ongoing consultation and review by the Advisory Council on Historic Preservation, should they choose to participate.

Table 4-1. Application of Criteria of Adverse Effect for CA-LAN-1575/H

Criteria of Adverse Effect (36 CFR § 800.5(a)(2))	Evaluation
(i) Physical destruction of or damage to all or part of the property	Activities associated with the construction of the elevated rail yard, concourse construction, and structural support components of the Build Alternative would include excavations, borings, utility relocation, and drainage improvements that vary in depth, but could extend up to 100 feet below existing ground surface and that may cause the physical destruction of or damage to components of CA-LAN-1575/H.
(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 of Interior's Standards for the Treatment of Historic Properties* (36 CFR 68) and applicable guidelines	**Criterion does not apply.** CA-LAN-1575/H would not undergo any alterations due to restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access.
(iii) Removal of the property from its historic location	**Criterion does not apply.** CA-LAN-1575/H would not be removed from its historic location.
(iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance	**Criterion does not apply.** There would be no changes to the character of the property's use or to physical features within the property's setting that contributes to the historic significance of CA-LAN-1575/H. The resource does not retain integrity of setting.

Table 4-1. Application of Criteria of Adverse Effect for CA-LAN-1575/H

Criteria of Adverse Effect (36 CFR § 800.5(a)(2))	Evaluation
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features	**Criterion does not apply.** The introduction of visual, atmospheric, or audible elements would not affect the two NRHP-eligible components of CA-LAN-1575/H. The resource does not retain integrity of setting and the introduction of visual, atmospheric, and audible elements from the Build Alternative would be consistent with the existing setting.
(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	**Criterion does not apply.**
(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	**Criterion does not apply.**

Notes:
CFR=Code of Federal Regulations; NRHP=National Register of Historic Places

4.4 Conditions Proposed to Avoid, Minimize, or Mitigate Adverse Effects

It is anticipated that, in consultation with SHPO, Native American tribes, and other consulting parties, adverse effects would be resolved through a Memorandum of Agreement (MOA) per Section 106 regulations at 36 CFR § 800.6(c). The MOA would include a program to avoid, minimize, or mitigate adverse effects on archaeological historic properties through development of an Archaeological Treatment Plan with provisions for both unexpected discoveries and the discovery of human remains. The full effects of the Project on archaeological resource CA-LAN-1575/H can only be known generically because the spatial distribution (horizontal and vertical) of associated archaeological materials is not completely defined at this time. The Archaeological Treatment Plan may be informed by data from three-dimensional modeling of the site conditions, historic maps, geotechnical borings and archaeological monitoring of preconstruction activities such as geotechnical borings within and adjacent to the projected boundaries of CA-LAN-1575/H. Data from boring logs may refine the understanding of the nature and extent of archaeological materials associated with the archaeological site, but more likely would shed light on the maximum depth of fill in various key locations of the rail yard.

Appendix E contains draft measures proposed to avoid, minimize, or mitigate adverse effects the undertaking may have on this resource. These proposed draft measures include all of the provisions of the mitigation measures included in the Mitigation Monitoring and Reporting Program adopted by Metro in the Link US Final Environmental Impact Report (certified in 2019) but are updated to reflect the Section 106 nexus of the Project. The proposed draft measures are provided as a starting point for discussion with Section 106 consulting parties and have been updated to reflect current discussions about the FOE, where applicable. Measures to resolve adverse effects for archaeological resource CA-LAN-1575/H would be fully developed through further consultation with consulting parties and SHPO and memorialized in an MOA.

5.0 Finding of Effect – Built Environment

This section reports the finding of effect on built environment historic properties that have been identified within the APE, documenting the application of the Section 106 criteria of adverse effect (36 CFR § 800.5).

5.1 Section 106 Consultation

On August 24, 2016, letters were sent to potential consulting parties who may have knowledge of or concerns about historic properties in the area. The letters requested information regarding historic buildings, districts, sites, objects, and archeological sites of significance in the vicinity of the undertaking. The letters were sent to the recipients listed in Table 5-1. A follow-up email was sent to the invited prospective consulting parties and interested parties on March 27, 2017.

Table 5-1. Section 106 Invitations to Consult – 2016 to 2017

Agency/Party	Point of Contact	Address
Local Government		
Metro	Jeanet Owens, Executive Officer-Regional Rail	One Gateway Plaza Los Angeles, California 90012
Los Angeles County Historic Landmarks and Records Commission	Louis Skelton, Chairman	500 Temple Street Los Angeles, California 90012
City of Los Angeles Planning Department	Michael LoGrande, Director of Planning	City Hall, Mail Stop 395 200 Spring Street Los Angeles, California 90012
City of Los Angeles Cultural Heritage Commission	Richard Barron, President	City Hall, Mail Stop 395 200 Spring Street Los Angeles, California 90012
City of Los Angeles Office of Historic Resources	Ken Bernstein, Manager	City of Los Angeles 200 Spring Street, Room 620 Los Angeles, California 90012
Housing Authority of the City of Los Angeles	Patricia Davis, General Services Assistant Director	2600 Wilshire Boulevard Los Angeles, California 90057
Preservation Organizations		
California Preservation Foundation	Tom Neary, President	5 Third Street, Suite 424 San Francisco, California 94103
Los Angeles Conservancy	Linda Dishman, Executive Director	523 Sixth Street, Suite 826 Los Angeles, California 90014

Table 5-1. Section 106 Invitations to Consult – 2016 to 2017

Agency/Party	Point of Contact	Address
Historical Societies		
California Historical Society	Anthea M. Hartig, Executive Director	678 Mission Street San Francisco, California 94105
Chinese Historical Society of Southern California	Donald Loo, President	415 Bernard Street Los Angeles, California 90012
Historical Society of Southern California	—	P.O. Box 93487 Pasadena, California 91109
Society of Architectural Historians, Southern California Chapter	Sian Winship, President	P.O. Box 56478 Sherman Oaks, California 91413
Boyle Heights Historical Society	—	435 Boyle Avenue Los Angeles, California 90033
Little Tokyo Historical Society	—	319 Second Street, Suite 203 Los Angeles, California 90012
El Pueblo de Los Angeles Monument Commission	—	125 Paseo de la Plaza Los Angeles, California 90012
Los Angeles City Historical Society	—	P.O. Box 862311 Los Angeles, California 90086-2311
Architectural Organizations		
American Institute of Architects/Los Angeles Chapter	Nicci Solomons, Executive Director	3780 Wilshire Boulevard, Suite 800 Los Angeles, California 90010
Los Angeles Forum for Architecture and Urban Design	—	P.O. Box 291774 Los Angeles, California 90026
Environmental Organizations		
Friends of the Los Angeles River	Lewis MacAdams, President	570 Avenue 26, #250 Los Angeles, California 90065
Museums		
Japanese American National Museum	—	100 Central Avenue Los Angeles, California 90012
Natural History Museum	William D. Estrada, Curator	900 Exposition Boulevard Los Angeles, California 90007
Chinese American Museum	Michael Truong, Director of Education and Programs	125 Paseo de la Plaza, Suite 300 Los Angeles, California 90012

Table 5-1. Section 106 Invitations to Consult – 2016 to 2017

Agency/Party	Point of Contact	Address
Railroad Organizations		
Pacific Railroad Society	—	210 Bonita Avenue San Dimas, California 91773
Southern Pacific Historical and Technical Society	—	1523 Howard Access Road Upland, California 91786
San Bernardino Railroad Historical Society	Paul Prine, President	121 Alabama Street Huntington Beach, California 92648
California State Railroad Museum	—	125 I Street Sacramento, California 95814
Train Riders Association of California	Paul Dyson	1025 Ninth Street Sacramento, California 95814
The Transit Coalition	Bart Reed	P.O. Box 567 San Fernando, California 91341
Lomita Railroad Museum	Julie Klarin, Curator	2137 250th Street Lomita, California 90717
Travel Town Planning and Development	Department of Recreation and Parks Park Services Division	4800 Griffith Park Drive, Mail Stop 663 Los Angeles, California 90027
Los Angeles Railroad Heritage Foundation	Wendell Mortimer, President	1500 Alhambra Road Alhambra, California 91801
Additional Interested Parties		
Central City Association	Carol Schatz, President	626 Wilshire Boulevard Los Angeles, California 90017
Chinatown Business Improvement District	—	727 Broadway, Suite 208 Los Angeles, California 90012
Japanese American Cultural and Community Center Little Tokyo Community Council	—	244 San Pedro Street Los Angeles, California 90012
East Los Angeles Community Corporation	—	530 Boyle Avenue Los Angeles, California 90033
Boyle Heights Neighborhood Council	Carlos Montes, President	2130 First Street, Suite 110 Los Angeles, California 90033
Central City East Association	Raquel Beard, Executive Director	725 Crocker Street Los Angeles, California 90021

Table 5-1. Section 106 Invitations to Consult – 2016 to 2017

Agency/Party	Point of Contact	Address
Los Angeles River Artists and Business Association	Steve Allwright, Board Member	801 Fourth Place Los Angeles, California 90013
Downtown Los Angeles Neighborhood Council	Patricia Berman, President	P.O. Box 13096 Los Angeles, California 90013
Historic Downtown Business Improvement District	—	453 Spring Street, Suite 1116 Los Angeles, California 90013
El Pueblo Historic Cultural Neighborhood Council	Brian Kito	307 First Street Los Angeles, California 90012

Notes:

Metro=Los Angeles County Metropolitan Transportation Authority

In response to the invitations to consult, replies were received from the City of Los Angeles Office of Historic Resources, Housing Authority of the City of Los Angeles (HACLA), Los Angeles Conservancy, Train Riders Association of California (TRAC), American Institute of Architects Los Angeles, and the Los Angeles River Artists and Business Association requesting consultation. Another railroad organization, the LAUS Historical Society (P.O. Box 411682, Los Angeles, California, 90041), was added as a consulting party in March of 2017 because of its attendance at a July 2016 Metro meeting regarding the LAUS Master Plan and because of a letter it addressed to Metro dated December 31, 2016, about that project, signaling its interest in projects related to LAUS.

In September 2018, SHPO recommended that FRA also invite Caltrans, the Federal Transit Administration, and the National Trust for Historic Preservation to consult under Section 106. On September 10, 2018, an invitation letter was sent to the National Trust for Historic Preservation, but no response has been received to date. In letters dated September 26, 2018, FRA invited both Caltrans and the Federal Transit Administration to consult under Section 106. In a letter dating October 3, 2018, Caltrans replied that it would like to be a consulting party under Section 106. In a letter dating October 12, 2018, the Federal Transit Administration declined to participate as a consulting party under Section 106.

The City of Vernon expressed interest in being a consulting party for the potential railroad improvements to the Malabar Yard (within its jurisdiction) at a meeting with Metro on April 22, 2020. A request for further information about historic properties within the supplemental APE was sent to the City of Vernon via email on July 22, 2020. On July 22, 2020, the City of Vernon stated in an email that it had no input on the identification of historic properties within the City of Vernon.

5.1.1 Meetings with Section 106 Consulting and Interested Parties

Detailed records of Section 106 consultation regarding identification and evaluation work are included in the HPSR and supporting technical reports (Metro 2018a, 2018b, 2018c) as well as in the *Link US Supplemental Cultural Resource Report* (Metro 2020) and *Link US Second Supplemental Cultural Resource Report* (Metro 2023).

Meetings to provide information that included preliminary discussions about potential effects on historic properties were held on the following dates:

- On November 11, 2016, information about historic properties identified in the APE was summarized in a presentation made to the California SHPO. This included a discussion about Project constraints and construction feasibility, and that it was likely there would be adverse effects on historic properties as a result of the Project.
- On January 9, 2017, a meeting was held with HACLA to discuss potential effects on William Mead Homes.
- On February 7, 2017, a meeting was held with the City of Los Angeles Office of Historic Resources and the Los Angeles Conservancy to review historic properties identified and potential effects on historic properties, with extensive discussion about potential effects on LAUS.

On September 20, 2018, FRA held a follow-up meeting with SHPO to provide an update on the results of identification and evaluation of cultural resources for the Project, and again to continue discussion regarding the potential for adverse effects on historic properties.

On December 10, 2019, CHSRA notified the active consulting parties about the NEPA delegation from FRA to CHSRA and requested that they reconfirm their interest to act as consulting parties for the Project. Invitations to meet and discuss updates to the Project and supplemental cultural resource inventory and evaluation efforts were sent out via email on December 31, 2019.

On March 4, 2021, at the request of the City of Los Angeles Office of Historic Resources (OHR), Metro provided an informational presentation to the City of Los Angeles Cultural Heritage Commission (CHC) about the Project and impacts (as disclosed previously with the Final EIR) upon built environment resources that are designated Los Angeles Historic-Cultural Monuments. Los Angeles Historic-Cultural Monuments discussed included LAUS, the North Main Street Bridge, and the Vignes Street Undercrossing. The CHC requested that the Metro team provide more detailed information regarding the Project. On July 28, 2022, the Metro team led a site tour of the LAUS facility for members of the OHR and the CHC. The focus of the tour was to discuss the Project and potential impacts to contributing elements of the LAUS property.

As documented in the *Link US Supplemental Cultural Resource Report* (Metro 2020), in February of 2020 consulting parties were provided with information on the location of the Malabar Yard railroad improvements and related cultural resource identification efforts within the City of Vernon. All consulting parties either declined to meet or stated that they had no comments or concerns.

As documented in the *Link US Second Supplemental Cultural Resource Report* (Metro 2023), in April and May of 2023 consulting parties were provided with information on additional efforts to identify historic properties in the APE. All consulting parties either stated that they had no comments or concerns regarding the findings of the *Link US Second Supplemental Cultural Resource Report* (Metro 2023) or failed to reply to multiple contact attempts.

As documented in Appendix C, in June and July of 2023 consulting parties were given the opportunity to review this *Link US ~~Draft~~ Final Finding of Effect Report* and comment on proposed draft measures to avoid, minimize, and mitigate adverse effects on historic properties (Appendix E). Any comments related to potential effects on built environment historic properties are reflected in the following section.

5.1.2 Comments Relating to Potential Effects on Historic Properties

FRA held meetings with Link US consulting or interested parties in August 2018 to discuss the identification and evaluation work performed for the Project and to provide a forum to answer questions and listen to comments. Consulting parties were provided with additional opportunities to provide feedback in February of 2020 and April through July of 2023. Table 5-2 summarizes comments specific to current impact analysis and historic properties, largely received through email and written correspondence and during consulting party meetings held by CHSRA and Metro in June and July of 2023. Table 5-2 also indicates how the comments were addressed in this *Link US ~~Draft~~ Final Finding of Effect Report* and in the draft proposed measures to avoid, minimize, and mitigate adverse effects on historic properties contained in Appendix E.

Table 5-2. Comments Relating to Potential Effects on Historic Properties

Agency/Party Meeting Date	Comments	Responses
LAUS		
LAUS Historical Society July 10, 2023	Comments about LAUS include the following: • LAUSHS noted that they would like for the new Cesar Chavez Avenue Undercrossing and butterfly shed canopies, benches, and streetlamps on the platforms to replicate the historical design. • At least one end of the circa 1939 butterfly shed canopies and one supporting pillar should be preserved or repurposed, perhaps for a museum. • LAUSHS stated that if the Mission Tower had access to it, it would make a great museum space for the preservation of materials about LAUS. They noted that LAUSHS is in possession of sequential photographs of the construction of LAUS and an aerial photograph was taken every day of construction of the property. • LAUSHS stated its support of California High Speed Rail and for this project. Mr. Tom Savio stated that it is important to have up-to-date rail transportation that the public can rely on.	Proposed measures to resolve adverse effects were revised to include provisions for consulting party review of portions of the project design involving the alteration or restoration of character-defining portions of LAUS, including the Cesar Chavez Avenue Undercrossing, and the development of an educational display for LAUS.

Table 5-2. Comments Relating to Potential Effects on Historic Properties

Agency/Party Meeting Date	Comments	Responses
Los Angeles Conservancy June 29, 2023	The Los Angeles Conservancy stated that they concurred with CHSRA's finding of adverse effect and was concerned with how avoidance planning was incorporated into the process.	A detailed discussion of design variations considered to avoid, reduce, or minimize effects on historic properties was included in Chapter 6.
City of Los Angeles OHR June 29, 2023	The OHR has coordinated and participated in meetings between Metro and the City's CHC. The CHC raised the following concerns: • The necessity of building the West Plaza at LAUS and whether a parallel tunnel to the existing historic pedestrian passageway could be constructed to retain the historic feel. • If rail yard Platform 7 does not have run-through capability, why does it need to be raised? • Can the eastern façade of the Cesar Chavez Avenue Undercrossing be protected in place while still raising the rail yard? Can the outer envelope/extent of the rail yard raise be reduced/brought in to avoid changes to the existing bridge façade?	A detailed discussion of design variations considered to avoid, reduce, or minimize effects on historic properties, including option for retaining the existing passenger passageway and preserving the Cesar Chavez Avenue Undercrossing, was included in Chapter 6. Proposed measures to resolve adverse effects were revised to include opportunities for consulting parties to provide input on the design of the pedestrian passageway and Cesar Chavez Avenue Undercrossing and provisions for assessing the feasibility of rehabilitation options as design progresses.
Caltrans, District 7 June 12, 2023	In a letter dated June 12, 2023, Caltrans commented on the LAUS south retaining wall as a character-defining feature of LAUS that abuts US-101/Caltrans right-of-way. Caltrans concurred with the finding that the physical destruction of this feature would meet the criteria of adverse effect since the south retaining wall would be raised along with the rail yard and these modifications would be visible from US-101. Caltrans also agreed with the inclusion of the South Retraining wall in the review for required HABS documentation as mitigation.	No response required.
Cesar Chavez Avenue Viaduct over the Los Angeles River		
Train Riders Association of California April 26, 2023	TRAC stated via email that it believes the Cesar Chavez Avenue Viaduct over the Los Angeles River to be historically significant and that the costs to replace it would be exorbitant. TRAC did not have comments on the content of the *Link US Draft Finding of Effect* document, but did want to provide comments on the feasibility of the Project.	The Project would not replace or otherwise impact the Cesar Chavez Avenue Viaduct.
Vignes Street Undercrossing		
LAUS Historical Society	The circa 1939 single-span, concrete "Roman Arch" bridge that supports railroad tracks over Vignes Street is	Proposed measures to resolve adverse effects were revised to include opportunities for

Table 5-2. Comments Relating to Potential Effects on Historic Properties		
Agency/Party Meeting Date	**Comments**	**Responses**
July 10, 2023	architecturally and historically significant, and the new bridge design should attempt to replace in-kind.	consulting parties to provide input on the design of the Vignes Street Undercrossing.
William Mead Homes		
Housing Authority of the City of Los Angeles June 27, 2023	HACLA stated that William Mead homes is a property determined eligible for listing in the NRHP under Criteria A and C. Under Criterion C, its historical significance is tied to the design principles of the Garden City and Modern movements. These design principles were in response to past tenement housing with poor air circulation, dark environments, and lack of access to the outdoors. The architects designed William Mead Homes with buildings that were intentionally placed "diagonally on the compass" so that "practically every room gets sun during the day". Since these elements are a significant part of its historical design, HACLA requested specific analysis about what shade/shadow effects the proposed sound wall would have on allowing natural sunlight onto the site. HACLA expressed concern over the vibrations from the use and expansion of the tracks due to the High-Speed Rail and the potential negative impacts to their historic buildings and foundations.	In response to this comment, a shadow analysis was conducted in support of the assessment of effects for William Mead Homes and is included in Section 5.3.2. Vibration impacts have been considered per Federal Transit Administration requirements and used to support the assessment of effects for William Mead Homes, as discussed in Section 5.3.2.

Notes:

CHC=Cultural Heritage Commission; HACLA=Housing Authority of the City of Los Angeles; LAUS=Los Angeles Union Station; LAUSHS=Los Angeles Union Station Historical Society; Link US=Link Union Station; OHR=Office of Historic Resources; TRAC=Train Riders Association of California

5.2 Description of Historic Properties

Seventeen built environment historic properties have been identified in the APE, and are described as follows:

Los Angeles Union Passenger Terminal

Los Angeles Union Passenger Terminal (LAUS, Figure 5-1; Appendix A, Map Reference #1; NRIS Reference Number 80000811), 800 Alameda Street, was listed in the NRHP on November 13, 1980, at the local level of significance under Criterion C; the period of significance is 1938. The property was declared a LAHCM on August 2, 1972. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries. Contributing elements include the following features:

- Tile roof
- Arcades

- Stucco wall cladding
- Clock tower
- Arched main entrance
- Decorated beamed ceilings
- Tile floors
- Patios
- Wrought iron railings
- Wainscot
- Platforms
- Butterfly shed canopies
- Railroad tracks
- Pedestrian Passageway (Pedestrian Tunnel; Subway)
- Reconstructed retaining wall and luminaire lights directly south of stub ends
- Ramps

Additionally, the original NRHP nomination boundaries include: the Terminal Tower, the Cesar Chavez Avenue (Macy Street) Undercrossing, and a car supply/repair shop, all of which have previously been individually evaluated, but for reporting purposes herein, are considered contributing elements of the historic property. Other contributing elements within the NRHP nomination boundary and the APE include retaining walls next to the car supply/repair shop, along Bauchet Street, and associated with the Cesar Chavez (Macy Street) Undercrossing. Noncontributing elements include the removal of the Pacific Electric freight service yard and the addition to the Railway Express Agency offices.

It should be noted that the Vignes Street Undercrossing appears to have been omitted from the original NRHP boundary but was singularly evaluated in the *Link US Historical Resources Evaluation Report* (Metro 2018c) and identified as an NRHP-eligible contributing resource to the LAUS NRHP listing. LAUS is also LAHCM #101, but the boundaries of the city's designation exclude the rail platforms and associated features. LAUS was documented in the Historic American Buildings Survey (survey number HABS CA 2-258-A).

LAUS is significant due to its direct connection to the history of transportation in Los Angeles, the State of California, and the nation. The LAUS design reflects the historical evolution over the years to consolidate three major railroads into a single terminal complex. The main passenger terminal building remains as one of the greatest architectural examples of its time and, despite several alterations summarized below, retains integrity of its original design.

Figure 5-1. Overview of Los Angeles Union Station (View to the East)



Post-1980 Alterations to Los Angeles Union Station in the Area of Potential Effects

LAUS has been modified at varying levels of degree from its 1939 appearance. A chronological account of projects that have been undertaken in and around the LAUS platforms and track area after it was listed on the NRHP in 1980, and the alterations resulting from those projects, are summarized below:

- Early 1980s
  - The five baggage tracks and their associated platforms and butterfly shed canopies that were located between the passenger platforms and service buildings, along the west side of the rail deck, were demolished (FRA and Caltrans 2003:29).
- 1987 – El Monte Busway
  - The southern end of the LAUS property was acquired to accommodate construction of the El Monte Busway. In accordance with stipulations in a Section 106 MOA executed on May 20, 1981, the original south concrete retaining wall was demolished and reconstructed to replicate in-kind the original design and materials, including pilasters, parapet, and balustrade. The design was required to preserve adequate

vertical and horizontal clearance for up to six run-through tracks across US-101 (Federal Highway Administration [FHWA] and Caltrans 1981:66). The replicated retaining wall was built in a slight diagonal configuration, running northeast. Existing luminaires and pendant lanterns were salvaged and reused. The tracks, platforms, butterfly shed canopies, south vehicular ramp, the Railway Express Agency building, and garage were partially demolished and shortened to accommodate the El Monte Busway (FRA and Caltrans 2003:20–21).

- 1991 – Metro Red Line
  - The Metro Red Line tunnel and station were constructed with cut-and-cover construction in a diagonal direction running northwest to southeast directly through the platform area and tracks. In accordance with design review stipulations under a Section 106 MOA executed on November 9, 1983, the cut-and-cover construction temporarily demolished and restored the central section of the tracks, platforms, railings, butterfly shed canopies, and pedestrian passageway (Urban Mass Transit Administration and Southern California Rapid Transit District 1983:4-24–4-31). The original ramps along the southern side of the pedestrian passageway were demolished, widened, and replaced with stairs and elongated ramps to comply with ADA guidelines. Almost all original ramps along the northern side of the pedestrian passageway were demolished and reconstructed and the portals were widened. The exception is the ramp to Tracks 11A and 12A, which retains its original portal, railings at trackside and “STATION” sign visible from the platform (Metro 2014).
- 1993 – Metrolink
  - Minor physical changes to the passenger platform area occurred, including the installation of directional signs and concrete support bases, installation of electrical panels and concrete support bases, replacement of original light fixtures on the underside of the butterfly shed canopies, and ADA-raised platform sections at the southern end of Platforms 2 and 4 (FRA and Caltrans 2003:29).
- 1995 – Gateway Center
  - Construction of the Gateway Center and east portal caused the demolition of the southern half of Platforms 7 and 8. Tracks 14, 15, and 16 were de-commissioned and removed. The east end of the pedestrian passageway, which originally dead-ended, was opened up to connect with the east portal lobby (FRA and Caltrans 2003:29).
- 1996 – MWD Headquarters Building
  - Construction of the MWD headquarters building caused the demolition of the southern vehicle ramp and south service wing of LAUS, both of which had already been altered and partially demolished for the El Monte Busway (FRA and Caltrans 2003:29).
- 2001 – Transportation Equity Act for the 21st Century Improvements to LAUS
  - Tile wainscoting in the pedestrian passageway was topped by a new Art Deco style decorative trim. New lighting sconces were installed along the upper portion of the passageway walls (FRA and Caltrans 2003:29).

- 2003–2004 – Gold Line
  - Metro Gold Line was constructed, including a guideway that entered from the north and extended south over US-101. The pedestrian passageway was altered for an elevator at the Gold Line entrance and a neo-Victorian-style canopy was installed on the higher, wider, Platform 1 that was replaced (Metro 2014:72).

While alterations have occurred to the portion of LAUS that falls within the APE, they have either been implemented to follow design requirements through consultation with SHPO for a Section 106 MOA or to accommodate the specific needs of continuing and evolving passenger railroad transportation. In 2014, the *Historic Structures Report* prepared for the former LAUS Master Plan provided a detailed evaluation of LAUS' integrity, concluding "the station's overall integrity is sufficient to convey its significance" (Metro 2014:79).

Contributing Elements of Los Angeles Union Station within the Area of Potential Effects

Photographs of the contributing elements of LAUS that are located within the APE are provided on Figure 5-2 through Figure 5-12. The photographs are presented in sequence, starting at the pedestrian passageway (tunnel), up to the platform area, south to the retaining wall, then north to the Terminal Tower.

Figure 5-2. Pedestrian Passageway (View East)



Figure 5-3. North Ramps, View of Ramp Portal up to Tracks 11A and 12A



Figure 5-4. North Ramps, View of Portal Down from Tracks 11a and 12a



Figure 5-5. North Ramp up to Platforms and Railing



Figure 5-6. Platform and Butterfly Shed Canopies (View North)



Figure 5-7. Butterfly Shed Canopies, End View (View North)



Figure 5-8. South Retaining Wall (View North)



Figure 5-9. Cesar Chavez Avenue Undercrossing (View East)



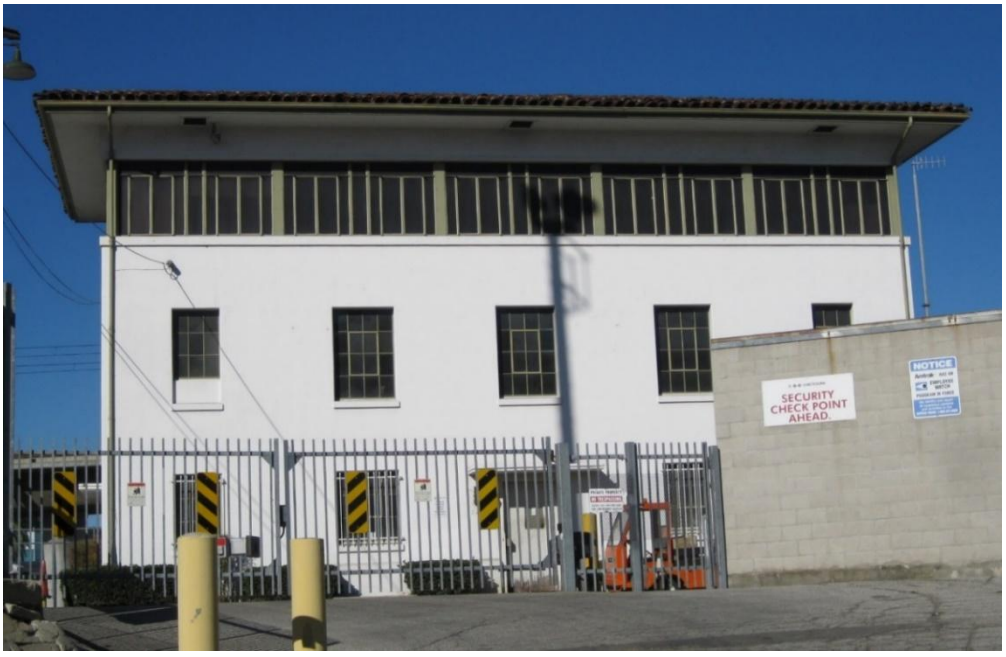
Figure 5-10. Car Supply Building Built into the Avila Street Retaining Wall (View Northwest)



Figure 5-11. Bauchet Street Wall (View Northwest)



Figure 5-12. Terminal Tower (View Northwest)



United States Post Office Los Angeles Terminal Annex

United States Post Office Los Angeles Terminal Annex (Figure 5-13; Appendix A, Map Reference #2; NRIS Reference Number 85000131), 900 Alameda Street, was the central mail processing facility for Los Angeles from 1940 to 1989. Designed by Gilbert Stanley Underwood, the building's architectural style is Mission/Spanish Colonial Revival. This property was listed in the NRHP on January 11, 1985, as part of the United States Post Office Thematic Resource nomination. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries. Although its purpose was principally utilitarian, Underwood sought to keep the building's design consistent with that of the LAUS, which opened across the street in May 1939. The building retains its original form as a three-story structure with 2 towers and 400,000 square feet (37,000 square meters) of floor space.

The United States Post Office Los Angeles Terminal Annex, as detailed below, is significant in its architectural design (exterior and interior) and the effect of its development on the surrounding area:

- Designed by prominent Los Angeles architect, Gilbert Stanley Underwood, the building represents a transition between the decentralized mail-handling system prior to 1940, and the highly centralized and increasingly mechanized systems used following World War II.
- The anomalous use of the Spanish Colonial Revival style (mixed with the building's primary Starved Classical style) connects the Terminal Annex building with other nearby Spanish Colonial Revival structures (Plaza de Los Angeles and Olvera Street) that date to the Mexican period and are part of the El Pueblo de Los Angeles State Historic Park. In combination with the Union Station Passenger Terminal building to the south and El Pueblo de Los Angeles State Park, the United States Post Office Los Angeles Terminal Annex is an essential part of this historic section of the city.

The murals (1941–1943, painted by Boris Deutsch, a well-known project artist) located in the lobby date back to the end of the New Deal public art programs and are examples of one of the larger commissions awarded during the program.

Figure 5-13. United States Post Office Los Angeles Terminal Annex (View Northeast)



Los Angeles Plaza Historic District

Los Angeles Plaza Historic District (El Pueblo de Los Angeles Historic District/El Pueblo) (Figure 5-14; Appendix A, Map Reference #3; NRIS Reference Number 72000231) is roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles Streets to the east, Arcadia Street to the south, and Spring Street to the west. El Pueblo was first listed in the NRHP on November 3, 1972. Its boundary was amended on November 12, 1981, and the resource count was revised on June 21, 2016. El Pueblo was found to meet NRHP Criteria A and C, at the local level of significance, with a period of significance of 1818-1932. The approximately 9.5-acre site is comprised of 20 contributing buildings, 2 contributing sites, 6 noncontributing buildings, and 1 noncontributing structure. Many of the individual resources have been designated at the national, state, and local level, including the Los Angeles Plaza itself, which is California Historical Landmark No. 156 and was identified as a contributing site in the amended NRHP district.

The following excerpts from the 1972 NRHP nomination capture the reasons the Los Angeles Plaza Historic District is significant, because its buildings and places represent the growth of the city from its earliest post-Native American settlement, under Spanish, Mexican, and American governments, resulting in a rapid, large, and diverse population increase:

> *El Pueblo de Los Angeles Historic District, the area where Los Angeles was founded and the hub of its growth during the Hispanic and American (19th Century) eras, retains a rich composite group of buildings as evidence of the blending ethnic groups and cultures which found this City and shaped its subsequent growth…*

> *Today's Plaza area is the living composite story of Los Angeles' growth from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation's largest city on the Pacific basin.*
>
> *The Plaza area of Los Angeles offers a unique opportunity for telling the story of the founding and growth of the national's third-largest city…*
>
> *One may stand in the Plaza kiosk and hear historic bronze bells of the Plaza Church (1822) summoning worshippers [sic] today just as they did 150 years ago…*
>
> *The inexorable march of human events through successive generations, frequently of national significance, has continually touched this area since its founding nearly 200 years ago as a Pueblo, one of only two Pueblos founded in California by Spanish colonizers (other population centers dating back to that time began as Missions), and the only Pueblo to survive to this day.*

The 1972, 1981, and 2016 NRHP nominations all stress the multiethnic themes and progression of settlement still evident in the buildings. In many ways, El Pueblo is the crucible of Los Angeles as a multicultural melting pot. Under Spanish rule through 1821, the Plaza was moved to its present site in 1815, the Avila Adobe was constructed in 1818, and construction of the Plaza Church began in 1818. Under Mexican rule, the Plaza Church was dedicated, and its cemetery consecrated in 1822, French, Italian, and American immigrants began settling here from 1822-1845, and Native Americans returned after secularization of the Missions in the 1830s. The Pelanconi residence (1852-1857), the Winery (1870-1914), Italian Hall (1908), and Pelanconi Warehouse (1910) represent the lasting influence of this Italian population. French immigrants established businesses here, including Lucien Napoleon Brunswig, who established a drug company, and Phillipe Garnier, who constructed the Plaza House (1883) and built the Garnier Block (1898), now part of the Chinese American Museum, to serve Chinese renters. Under American rule starting in 1850, Chinese immigrants and Mexican miners originally from Sonora started settling in and around the Plaza. Chinese Americans occupied the Sanchez Building (1898), now part of the Chinese American Museum, and the Hellman-Quan Building was long rented and later owned by Quon How Shing until 1954, when it was acquired by the state. Californios, the landed gentry from the Spanish-Mexican period, were among those who developed properties here, including a hotel for Pio Pico (1869) and a residence and boarding house for Eloisa Martinez de Sepulveda. The Plaza area became the popular tourist destination it is today after Christine Sterling began revitalizing the Plaza area in the late 1920s. The Mexican-themed marketplace opened in 1930 and Chinatown, east of Alameda Street, was razed for the construction of LAUS in 1938 (NRHP 1972, 1981, and 2016).

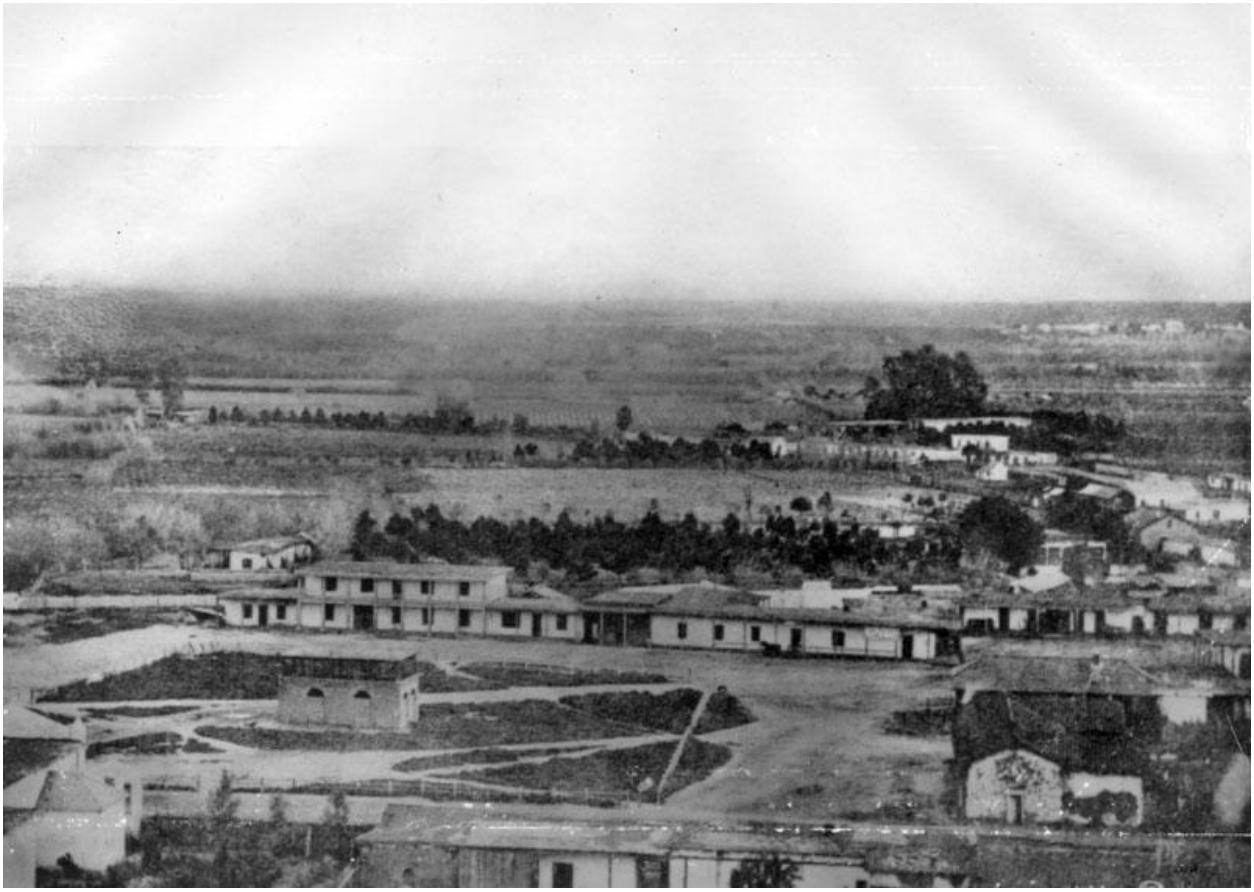
One of the earliest views of the plaza area (Figure 5-15) shows it from Fort Moore Hill looking down and facing east, essentially toward where LAUS has been from 1939 through today. Historic views from the Plaza toward the horizons would have been of the routes that brought travelers and immigrants to Los Angeles: the roads leading east to the San Gabriel Mission and to Santa Fe, Phineas Banning's railroad (later Southern Pacific), which stretched from Commercial and

Alameda Streets south to the harbor in San Pedro (1869), and the Southern Pacific Railroad on Alameda Street, which extended north to San Francisco (1876). This view has changed dramatically over the last 8 decades because of the construction of LAUS, modernization of Alameda and Los Angeles Streets, construction of US-101 and the El Monte Busway, high-rise condominium buildings, Gateway Plaza, and the MWD Headquarters.

Figure 5-14. Los Angeles Plaza Historic District, Contributing Resource – Avila Adobe (View Northeast)



Figure 5-15. Los Angeles Plaza, 1857 (View East)



Source: C.C. Pierce Collection, Los Angeles Public Library, photograph number LAPL00008203.

North Main Street Bridge

North Main Street Bridge (Bridge #53C 1010; Figure 5-16; Appendix A, Map Reference #15) was first evaluated in 1986 by Caltrans in the Statewide HBI. The North Main Street Bridge, constructed in 1910, was determined eligible for the NRHP under Criterion C for its engineering as a pioneering example of a three-hinge bridge design. The North Main Street Bridge was assigned a California Historical Resource Status Code of 2S2, meaning that it was determined eligible for the NRHP through consensus during the Section 106 process. In 2008, the bridge was declared LAHCM #901.

In recent years, the bridge was seismically retrofitted in a manner that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The retrofit kept the three-hinge design in situ but removed its function because of seismic vulnerability. Some previously removed original bridge elements (railing, lamp posts, etc.) were restored. As a result, the property retains sufficient integrity to convey its significance as an early example of three-hinge bridge engineering. The property was resurveyed during preparation of the California HSR System – Burbank to Los Angeles Project Section *Historic Architectural Survey Report* (CHSRA 2019). The 2S2 status code is still valid, and the 5S1 status code is also valid and reflects

its local designation as LAHCM #901. The North Main Street Bridge continues to be eligible for the NRHP.

Figure 5-16. North Main Street Bridge from Main Street at the Railroad Tracks (View East)



Los Angeles Department of Water and Power Main Street Center

LADWP Main Street Center (Figure 5-17; Appendix A, Map Reference #4), 1630 Main Street, is a substantially scaled, multi-building yard owned and operated by LADWP. On the property are numerous shops, test labs, warehouses, repair facilities, garages, crane aisles, and offices. The earliest buildings on the property appear to date from 1923. A circa-1927 transformer warehouse building is immediately adjacent to the existing railroad ROW. A 1995 Determination of Eligibility, prepared by the Federal Emergency Management Agency after the Northridge Earthquake, found multiple buildings on the property as contributors to a NRHP-eligible historic district, and in 2018 during identification efforts for Link US, four additional buildings were added as contributing features to the district. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries; the entire district is located inside the APE.

The LADWP Main Street Center is significant as an early power station for LADWP, a facility that played a substantial role in the development and distribution of power for the City of Los Angeles. The subject resource is also significant for its association with Ezra F. Scattergood, the City's chief electrical engineer for over 30 years.

Figure 5-17. Los Angeles Department of Water and Power Light Mechanical Shops (1924), View to North



William Mead Homes

William Mead Homes (Figure 5-18; Appendix A, Map Reference #5), 1300 Cardinal Street, was determined eligible for the NRHP on June 3, 2002, with SHPO concurrence, at the local level of significance through the United States Department of Housing and Urban Development Section 106 Programmatic Agreement for the City of Los Angeles. William Mead Homes contains a combination of two- and three-story modern garden apartments within a 15-acre" Garden City" site plan. The buildings are organized into five blocks that largely adhere to the pattern of its street grid. William Mead Homes' character defining features include its site plan; the size, scale, and massing of the buildings; scored concrete sidewalks; landscaping that includes multiple mature eucalyptus specimens; the original vehicular circulation plan; soft cornered curbing with marked parallel parking spaces; a recreational field; and the general site orientation. Architect Herbert Powell designed the buildings in L-shaped groups and oriented the site diagonal to the cardinal points to provide air circulation and to maximize direct sunlight to as many rooms as possible.

William Mead Homes is significant as one of the early government housing projects in Los Angeles. The 1942 garden apartments' Pre-War Modern style also contributes to its significance. Additionally, the building was designed by renowned architect P.A. Eisen in collaboration with Norman F. March, Herbert Powell, Armand Monaco, A.R. Walker, and David Smith. Landscape architect Ralph D. Cornell was also involved in the project. As such, William Mead Homes is eligible for listing in the NRHP for its association with the development of public and defense worker housing in Los Angeles during World-War II and as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

The property was determined eligible for listing in the NRHP under Criteria A and C. It was determined to meet Criterion A for its association with the development of public and defense worker housing in Los Angeles during World War II and to meet Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. William Mead Homes was determined eligible for the NRHP on June 3, 2002, at the local level of significance through the United States Department of Housing and Urban Development Programmatic Agreement for the City of Los Angeles. The period of significance was established as 1943–1952. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries.

Figure 5-18. William Mead Homes (View Southwest)



Mission Tower

Mission Tower (Figure 5-19; Appendix A, Map Reference #6), 1436 Alhambra Avenue, was determined eligible for the NRHP by FRA and SHPO concurred on January 15, 2004, as a result of the previous Run-Through Tracks Project at the local level of significance under Criteria A and C; the period of significance is 1938. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries. Historically, Mission Tower operated in conjunction with another signal tower, the Terminal Tower, located at the throat of LAUS' tracks, to control railroad traffic in and out of LAUS. Mission Tower was constructed by the Santa Fe Railway in 1916 and later enlarged in 1938 to monitor railroad traffic coming to and from LAUS. It closed in 1996, and no longer serves its historic function. Sited at-grade near the historic intersection of the Atchison,

Topeka & Santa Fe Railway, Union Pacific Railroad, and Southern Pacific Railroad tracks, Mission Tower is located approximately 0.25 mile from Union Station.

Mission Tower is a three-story and basement concrete tower designed in the Spanish Colonial Revival style. The structure measures 15 feet by 30 feet, with 3 separate entrances: a basement door on the southern façade, a maintenance-shop door on the western façade, and an entrance on the third floor, reached by an exterior stairway on the northern façade. Mission Tower's contributing elements include a third-floor band of recessed metal casement windows, incised lettering that spells "Mission Tower," a clay tile hipped roof with overhanging eaves, horizontal windows on the primary elevation, multilight metal-framed windows, the rear elevation, and the smooth-textured stucco. There are no identified major alterations.

The details regarding its siting and setting are essential character-defining features. Viewsheds from Mission Tower are not character-defining.

Figure 5-19. Mission Tower (View Northeast)



Cesar Chavez Avenue Viaduct over the Los Angeles River

Cesar Chavez Avenue (formerly Macy Street) Viaduct over the Los Angeles River (Bridge #53C 0130; Figure 5-20; Appendix A, Map Reference #7) was previously determined eligible for inclusion in the NRHP at the local level of significance under Criteria A and C in 1986 through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI; the period of significance is 1931. The boundaries of the Cesar Chavez Avenue Viaduct encompass the entirety of the superstructure and the historic-era vertical elements upon it; embankments/abutments; and substructure elements including piers, pylons, and underwater footings. The boundaries extend off either side of the span to include approach ramps, wing walls, and sidewalks. Contributing elements of the reinforced-concrete, open-spandrel viaduct include the arch ribs and struts, spandrel beams and columns, piers, abutments, and wing walls. In addition, the character-defining features of this ornate Spanish Revival–style bridge include the massive porticos at each end of the bridge, characterized by spiral columns with embellished capitals; the articulated cornice; the seashell details and city seal; and the baroque-style railing and ornamental lights (comprising base, column, arms, and lanterns). Noncontributing elements include the current deck material, the steel jackets on the spandrel columns, and the restrainers that were added at the bents and deck joints as part of a seismic retrofit.

Figure 5-20. Cesar Chavez Avenue Viaduct (View Northeast)



First Street Viaduct over the Los Angeles River

First Street Viaduct over the Los Angeles River (Bridge #53C 1166; Figure 5-21; Appendix A, Map Reference #8) was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI; the period of significance is 1929. The boundaries of the First Street Viaduct encompass the entirety of the superstructure and the historic-era vertical elements upon it; embankments/abutments; and substructure elements including piers, pylons, and underwater footings. The boundaries extend off either side of the span to include approach ramps, wing walls, and sidewalks. Contributing elements of the reinforced-concrete, open-spandrel viaduct includes the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wing walls. In addition, the character-defining features of this Neo-Classical bridge include the 10 monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and finally, the arched railing and lighting standards, comprising a base, pole, and double-acorn luminaire. Noncontributing elements include the current blacktop deck material and a concrete center median that was added for the Metro Gold Line light rail system, along with its elevated electrical cable infrastructure.

Figure 5-21. First Street Viaduct (View Northwest)

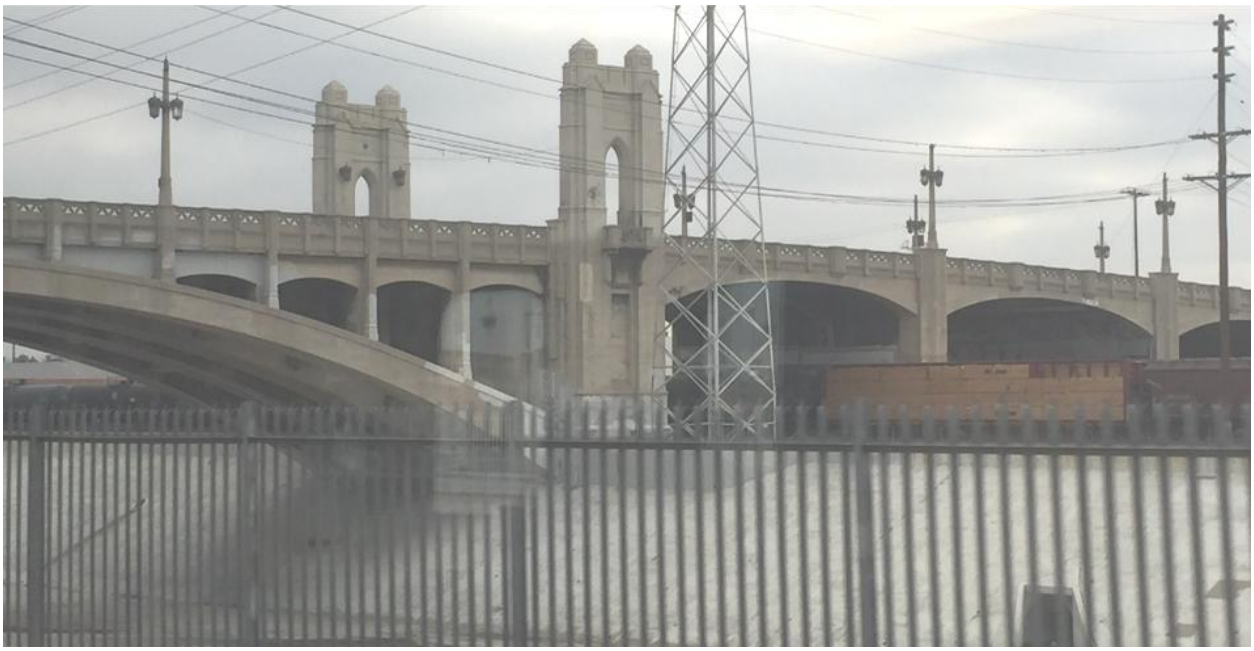


Fourth Street Viaduct over the Los Angeles River

Fourth Street Viaduct (Bridge #53C 0044; Figure 5-22; Appendix A, Map Reference #9) spans the Los Angeles River from Mission Road on the east to Santa Fe Avenue on the west. The Fourth Street Viaduct was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C, through a consensus determination process by FHWA and SHPO, as a result of the Caltrans HBI. The period of significance is 1930–1931. The Fourth Street Viaduct

was listed as LAHCM #906 on January 30, 2008. The boundaries of the Fourth Street Viaduct encompass the entirety of the superstructure and the historic-era vertical elements upon it; embankments/abutments; and substructure elements including piers, pylons, and underwater footings. The boundaries extend off either side of the span to include approach ramps, wing walls, and sidewalks. The Fourth Street Viaduct is of the Gothic Revival design, and contributing elements include ornamental pylons with lancet arched openings, decorative bronze lanterns, pointed arched pilasters, and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a noncontributing design element.

Figure 5-22. Fourth Street Viaduct (View Northeast)



Seventh Street Viaduct over the Los Angeles River

Seventh Street Viaduct (Bridge #53C 1321; Figure 5-23; Appendix A, Map Reference #10), spanning the Los Angeles River from approximately Myers Street on the east to Santa Fe Avenue on the west, was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C, through a consensus determination process by FHWA and SHPO, as a result of the Caltrans HBI. The period of significance is 1910–1927. The Seventh Street Viaduct was listed as LAHCM #904 on January 30, 2008. The boundaries of the Seventh Street Viaduct encompass the entirety of the superstructure and the historic-era vertical elements upon it; embankments/abutments; and substructure elements including piers, pylons, and underwater footings. The boundaries extend off either side of the span to include approach ramps, wing walls, and sidewalks. Contributing elements include assimilation of the preexisting 1910 bridge, decorative spindle railing, concrete pylons with molded inset paneling each supporting a centered bronze mast, and two symmetrically placed bronze luminaires with acorn finials, and secondary

light fixtures of double luminaires attached to a concrete mast atop a base with multiple inset panels. The current blacktop deck material is a noncontributing design element.

Figure 5-23. Seventh Street Viaduct (View Southwest)



Olympic Boulevard Viaduct over the Los Angeles River

Olympic Boulevard (Ninth Street) Viaduct (Bridge #53C 0163; Figure 5-24; Appendix A, Map Reference #11), spanning the Los Angeles River from Rio Vista Avenue on the east to Enterprise Street on the west, was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO, as a result of the Caltrans HBI; the period of significance is 1925. The Olympic Boulevard Viaduct was listed as LAHCM #902 on January 30, 2008. The boundaries of the Olympic Boulevard Viaduct encompass the entirety of the superstructure and the historic-era vertical elements upon it; embankments/abutments; and substructure elements including piers, pylons, and underwater footings. The boundaries extend off either side of the span to include approach ramps, wing walls, and sidewalks. Contributing elements include Beaux-Arts (Classical) detailed ornamental pylons with triglyphs, metopes, and dentil molding, topped with a bracket molded base upon which is a centered, finial-capped mast from which four torch-like bronze luminaries extend symmetrically, each underscored at its armature with floral bracketing and bud-like drop finials; turn spindle railing with a periodic circle motif within which is diagonally inset a semi-abstract bud-like double motif akin to nearby spindles but possessing a mantling quality; and molded railing with small,

periodic piers. Many of these design elements appear to have recently been restored following the Secretary of the Interior's Standards for Rehabilitation. The current blacktop deck material is a noncontributing design element.

Figure 5-24. Olympic Boulevard Viaduct (View Northwest)



Macy Street School

Macy Street School (Figure 5-25; Appendix A, Map Reference #13), 900 Avila Street (505 Clara Street), is a rectangular three-story structure that was originally constructed as a school. The English Renaissance Revival–style building is clad in running course brick and features a flat roof. The main elevation is symmetrical in design and features 11 bay windows along the top and square windows at the ground level. A running concrete frieze separates the first and second levels.

Macy Street School was determined eligible for listing in the NRHP at the local level of significance under Criteria A and B, with a period of significance of 1915–1930 as a result of the historic property survey for the Link US Project in 2018. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries. The property is historically significant for its associations with the turn-of-the-century Progressive movement in education and for its associations with School Principal Nora Sterry, a noted progressive in the history of Los Angeles education. Designed by noted Los Angeles Architect Albert C. Martin, the school building is English Renaissance Revival in style and retains sufficient historic integrity to convey its significance. Substantial window alterations and entry additions bar the resource from NRHP Criterion C eligibility. SHPO concurred with the eligibility determination for this property on September 27, 2018 (Appendix B).

Figure 5-25. Macy Street School (View Northwest)



Vignes Street Undercrossing

Vignes Street Undercrossing (Bridge #53C 1764; Figure 5-26; Appendix A, Map Reference #12) allows for vehicular traffic under the LAUS tracks. The 30-foot-wide bridge has an 80-foot-long span over 4 lanes. The main span is clad in reinforced concrete and has a 68-foot-long elliptical arch. The bridge is clad in smooth concrete and features railing along the sides.

The Vignes Street Undercrossing was constructed as part of LAUS but immediately north of that property's NRHP boundary. The resource appears to have been left outside the boundary due to a documenting error of the NRHP nomination, because the map was based on the LAUS property's parcel boundary. The Vignes Street Undercrossing contributes to the significance of LAUS and was determined eligible for the NRHP by FRA with SHPO concurrence on September 27, 2018 (Appendix B). It was determined eligible under Criterion A at the local level of significance, with period of significance 1937, as a result of the historic property survey for the Link US Project. The undercrossing is 0.2 miles northwest of Cesar Chavez Avenue. The historic boundaries of the resource encompass the entirety of the superstructure and substructure, including approach ramps and supporting embankments/abutments or wing walls, and extend on either side of the bridge to include piers, cantilevered sidewalks, and pylons. Contributing elements include reinforced concrete construction of the overpass (including board-formed pattern), railing on span, abutments, elliptical arch, white tile along the walls, sidewalks (width and material), curbing with metal flashing and contractor imprint, metal and wire remnants of the Pacific Electric Railway, metal commemorative plaques, and a staircase on the southwest side (including the original metal railing).

Figure 5-26. Vignes Street Undercrossing (View Northwest)



Denny's Restaurant

Denny's Restaurant (Figure 5-27; Appendix A, Map Reference #14), 530 Ramirez Street, is determined eligible for the NRHP at the local level of significance under Criterion C as an excellent example of a Googie-style coffee shop designed by architect Larry A. Ray, based on the Armet & Davis prototype design from 1958. The period of significance is 1966. Character-defining features of the Googie style evident in the property include a boomerang-shaped roof with projecting overhangs, large plate glass windows with aluminum mullions, and natural rock cladding. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries. This NRHP determination made in the Link US Project HPSR (Metro 2018a) is consistent with the finding of City of Los Angeles Historic Resources Survey, and the Los Angeles Historic Resources Survey, published in September 2016. SHPO concurred with the eligibility determination for this property in a letter to FRA dated September 27, 2018 (Appendix B).

Figure 5-27. Denny's Restaurant (View Southwest)



Kelite Factory Plant No. 1

Kelite Factory Plant No. 1 (Figure 5-28; Appendix A, Map Reference #17), 1250 Main Street, was determined by CHSRA to be eligible for listing in the NRHP at the local level of significance under Criterion C as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. The historic property boundaries are limited to the northernmost portion of the parcel, which contains the Plant No. 1 building and its immediate setting, and excludes the southern portion, which contains two buildings (Plant No. 2 and Plant No. 3) that do not embody the same distinctive characteristics of a type, method, or period of construction, and do not contribute to the significance of the historic property. Plants No. 2 and 3 were constructed post-World War II, whereas the most significant examples of this property type were built prior to 1940. The period of significance is 1918 to 1930, corresponding to the construction years of Plant No. 1. The character-defining features of Kelite Plant No. 1 are the industrial use of the property, the proximity of the structure to the railroad tracks, vertical orientation, symmetrical organization, smooth stucco cladding, raised parapet, Art Deco detailing, large industrial sash windows, and canopied main entrance. SHPO concurred with the eligibility determination for this property in a letter to CHSRA dated May 2, 2019.

Figure 5-28. Kelite Plant No. 1 (View South)



Solar Manufacturing Corporation Building

Solar Manufacturing Corporation Building (Figure 5-29; Appendix A, Map Reference #16), 4553 Seville Avenue, was determined by the Authority to be eligible for listing in the NRHP at the local level of significance under Criterion C as an excellent example of a light industrial property designed in the Late Moderne style. The period of significance is 1954. Character-defining features include a low-slung single-story horizontality, box-like plan of the works component with rhythmically spaced metal frame window bays and sawtooth roof, and an articulated office and reception component. The character-defining features of the Late Moderne style office and reception component include weighty, asymmetrical massing and an angular composition of solid rectilinear forms placed in balanced contrast; multimaterial cladding, such as smooth stucco and Roman brick; bezeled metal frame ribbon windows; original metal awnings; an emphasized entrance; and low, architecturally integrated Roman brick planters. SHPO concurred with the eligibility determination for this property in a letter to the Authority dated May 17, 2019. The NRHP boundary is equivalent to the Los Angeles County Assessor's parcel boundaries.

Figure 5-29. Solar Manufacturing Corporation Building (View Northwest)



5.3 Application of Criteria of Adverse Effect

The finding of effect on historic properties for the undertaking is discussed further below.

5.3.1 Historic Properties with No Effect

CHSRA has applied the criteria of adverse effect and proposes a finding of no effect for five built environment historic properties:

1. Cesar Chavez Avenue Viaduct over the Los Angeles River (Figure 5-30)
2. First Street Viaduct over the Los Angeles River (Figure 5-31)
3. Fourth Street Viaduct over the Los Angeles River (Figure 5-32)
4. Seventh Street Viaduct over the Los Angeles River (Figure 5-33)
5. Olympic Boulevard (Ninth Street) Viaduct over the Los Angeles River (Figure 5-34)

The Build Alternative would not encroach upon the boundaries of these five historic properties, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of these historic properties. Track work would occur where the BNSF tracks pass under each bridge structure; however, in all cases the Project Footprint would be outside the vertical boundary of the historic properties.

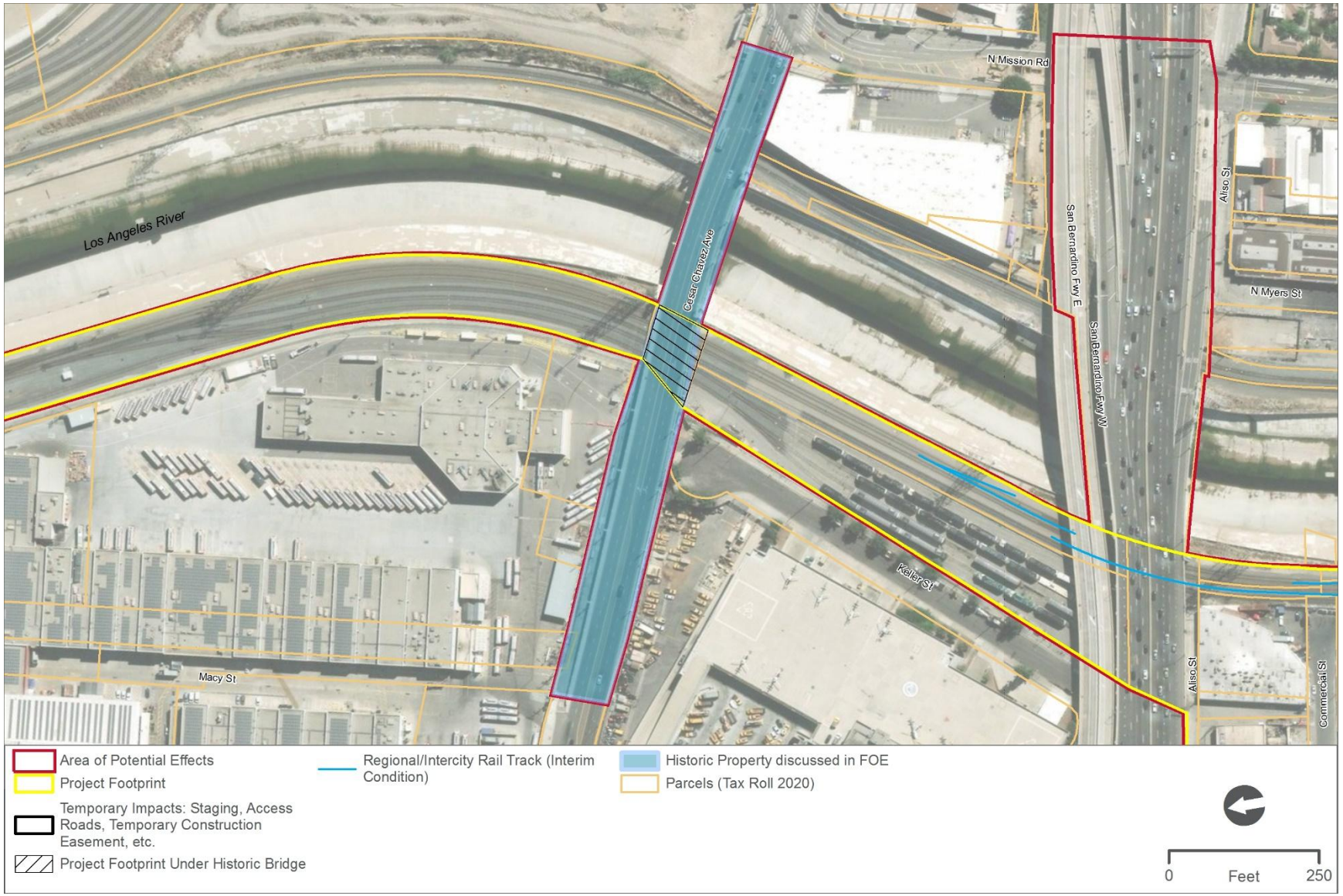
The Build Alternative would not change the character of the use or physical setting of these historic properties in a manner that would diminish their integrity, nor would the Build Alternative affect the use of the historic properties as bridges used to carry vehicular traffic over rail traffic. The proposed track work along the main line would pass through the same piers of each bridge at the same elevation as the existing tracks. The BNSF tracks, ties, and ballast constitute "physical features within the setting" of the bridges, but they have been subject to regular replacement over the years as part of routine maintenance and do not comprise historic material that contributes to the significance of the bridges themselves. The elevated rail yard and either rail yard canopy design option would not be visible from the bridges due to the distance and intervening buildings.

Trucks, bulldozers, excavators, and other construction equipment would be used for work in railroad ROW, but there would be no high-intensity activities, including pile driving, at these locations. Although construction would take place in the general vicinity of these historic properties, there is not a potential for vibration damage during construction due to the intervening distance, the structure type of the historic properties (reinforced concrete), and the nature of the proposed activities.

Therefore, CHSRA proposes that the undertaking would result in no effect on the five Los Angeles River bridges in the APE.

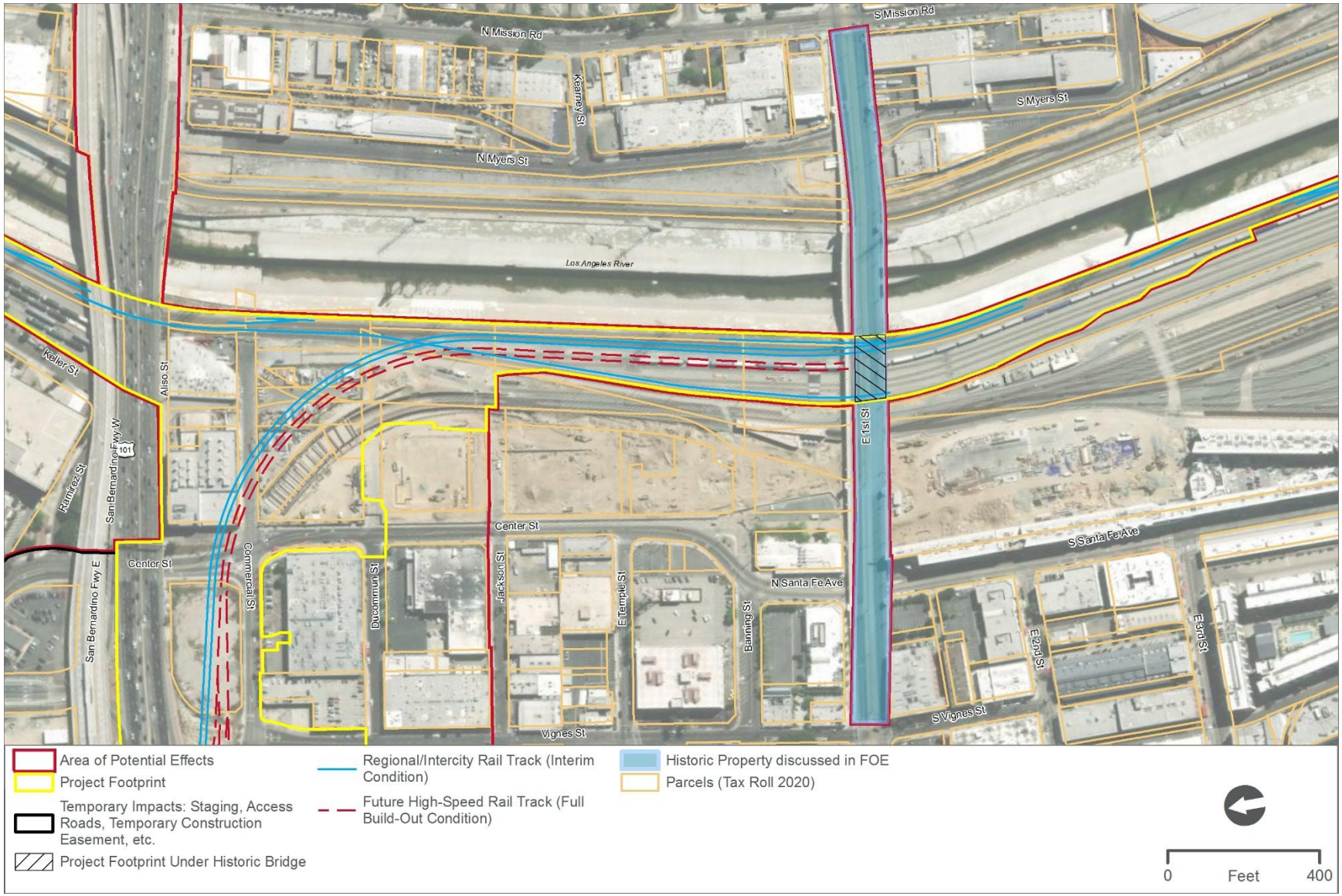
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Figure 5-30. Cesar Chavez Avenue Viaduct Historic Property Boundary and the Build Alternative



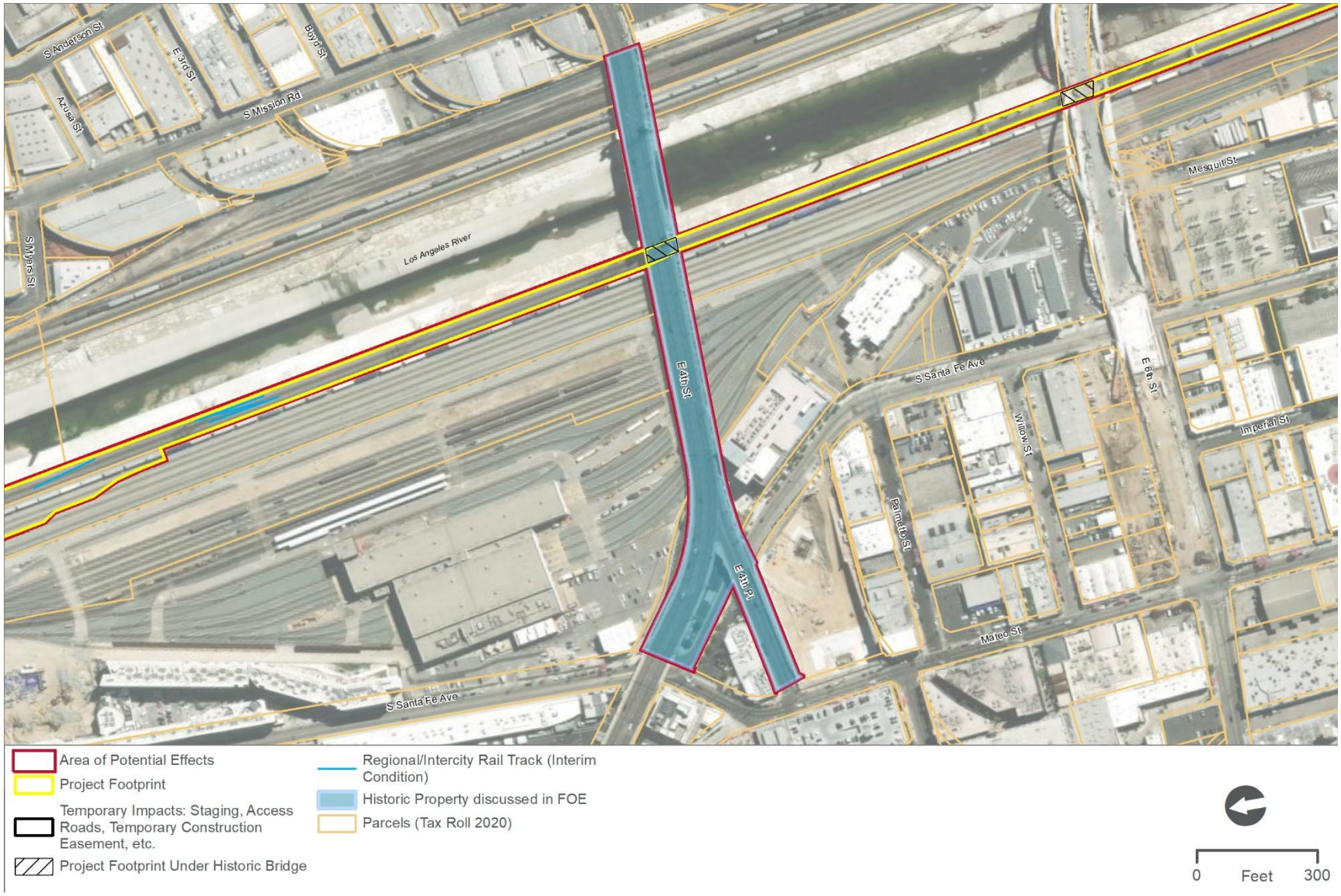
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Figure 5-31. First Street Viaduct Historic Property Boundary and the Build Alternative



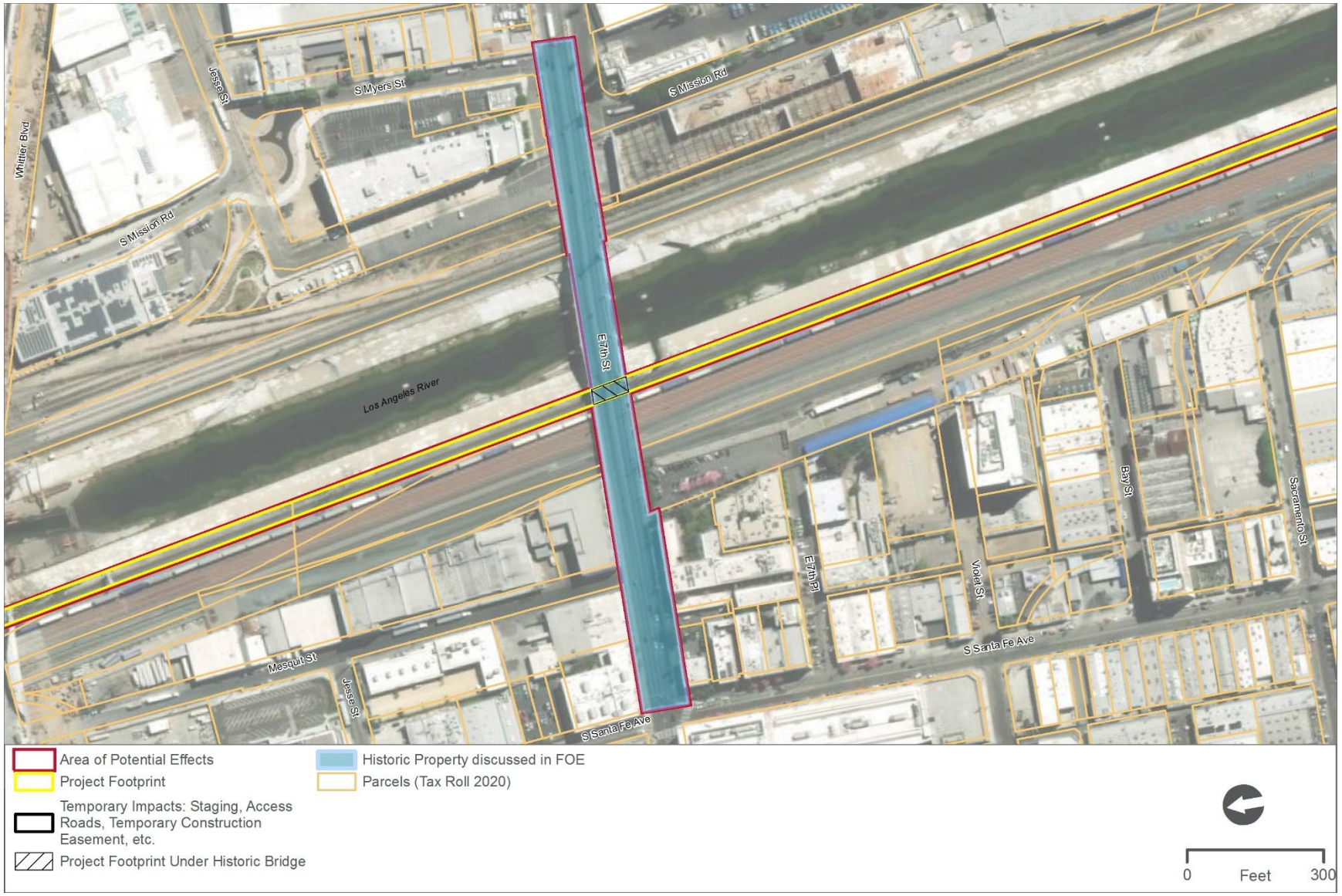
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Figure 5-32. Fourth Street Viaduct Historic Property Boundary and the Build Alternative



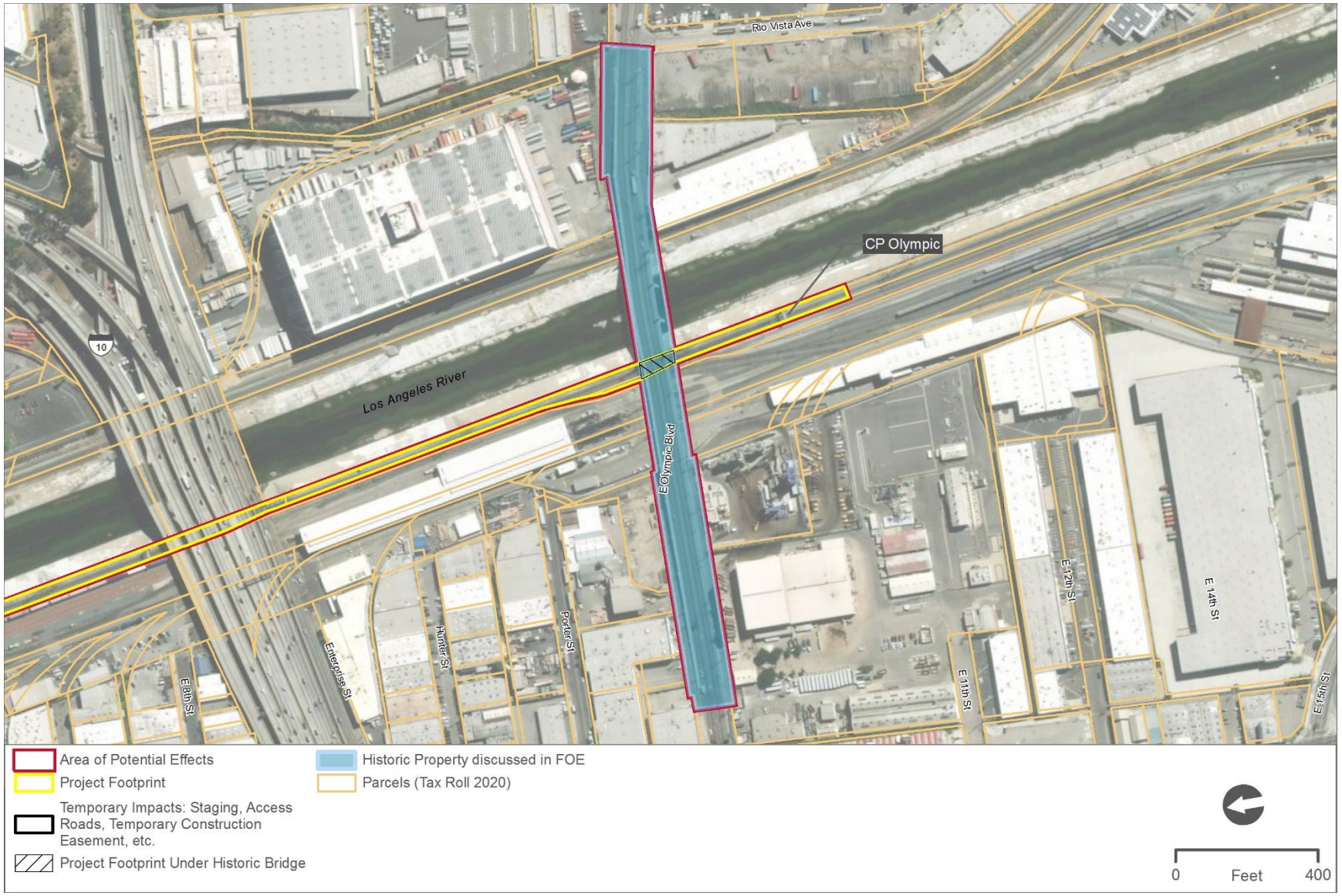
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Figure 5-33. Seventh Street Viaduct Historic Property Boundary and the Build Alternative



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Figure 5-34. Olympic Boulevard Viaduct Historic Property Boundary and the Build Alternative



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5.3.2 Historic Properties with No Adverse Effect

CHSRA has applied the criteria of adverse effect and proposes a finding of no adverse effect on the following nine built environment historic properties.

Los Angeles Department of Water and Power Main Street Center

The Build Alternative would not encroach upon the boundaries of this historic property, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The property is located adjacent to the main line railroad tracks in the throat segment. The Build Alternative would introduce a retaining wall within the railroad ROW adjacent to the property boundary, facing the rear of nearby contributing buildings, but it would not require acquisition of any portion of the historic property nor any of the contributing buildings (Figure 5-35).

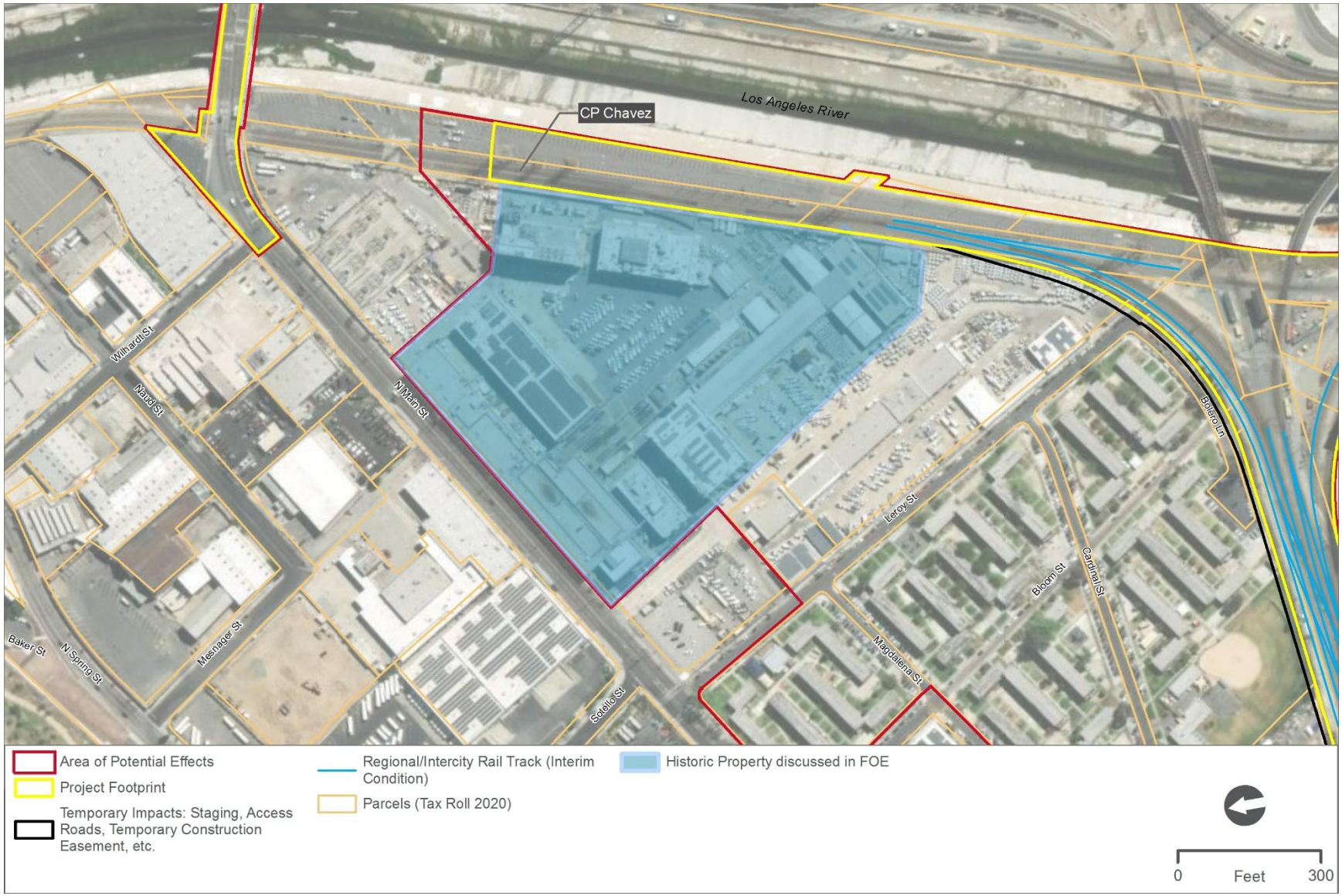
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the industrial use of the historic property. The LADWP Main Street Center property has a utilitarian/industrial character, and the visual elements associated with the new retaining wall supporting railroad tracks at the same general location within the property's setting would not alter this character or affect the physical features of the property that contribute to its historic significance. The elevated rail yard and either rail yard canopy design option would not be visible from the property because of intervening buildings, including William Mead Homes and United States Post Office Los Angeles Terminal Annex.

Construction activities would be limited to the railroad ROW and would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place near the historic property, there is not a potential for vibration damage during construction due to the type of the contributing buildings (reinforced concrete) and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the LADWP Main Street Center.

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Figure 5-35. Los Angeles Department of Water and Power Historic Property Boundary and the Build Alternative



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Mission Tower

The Build Alternative would not encroach upon the boundaries of this historic property, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Mission Tower is surrounded by railroad infrastructure at Mission Junction, in the throat segment. Approximately 120 feet north of the property, the Build Alternative would include construction of an additional lead track and realign and elevate the existing tracks to accommodate the elevated rail yard, but it would not require acquisition of any portion of the historic property (Figure 5-36).

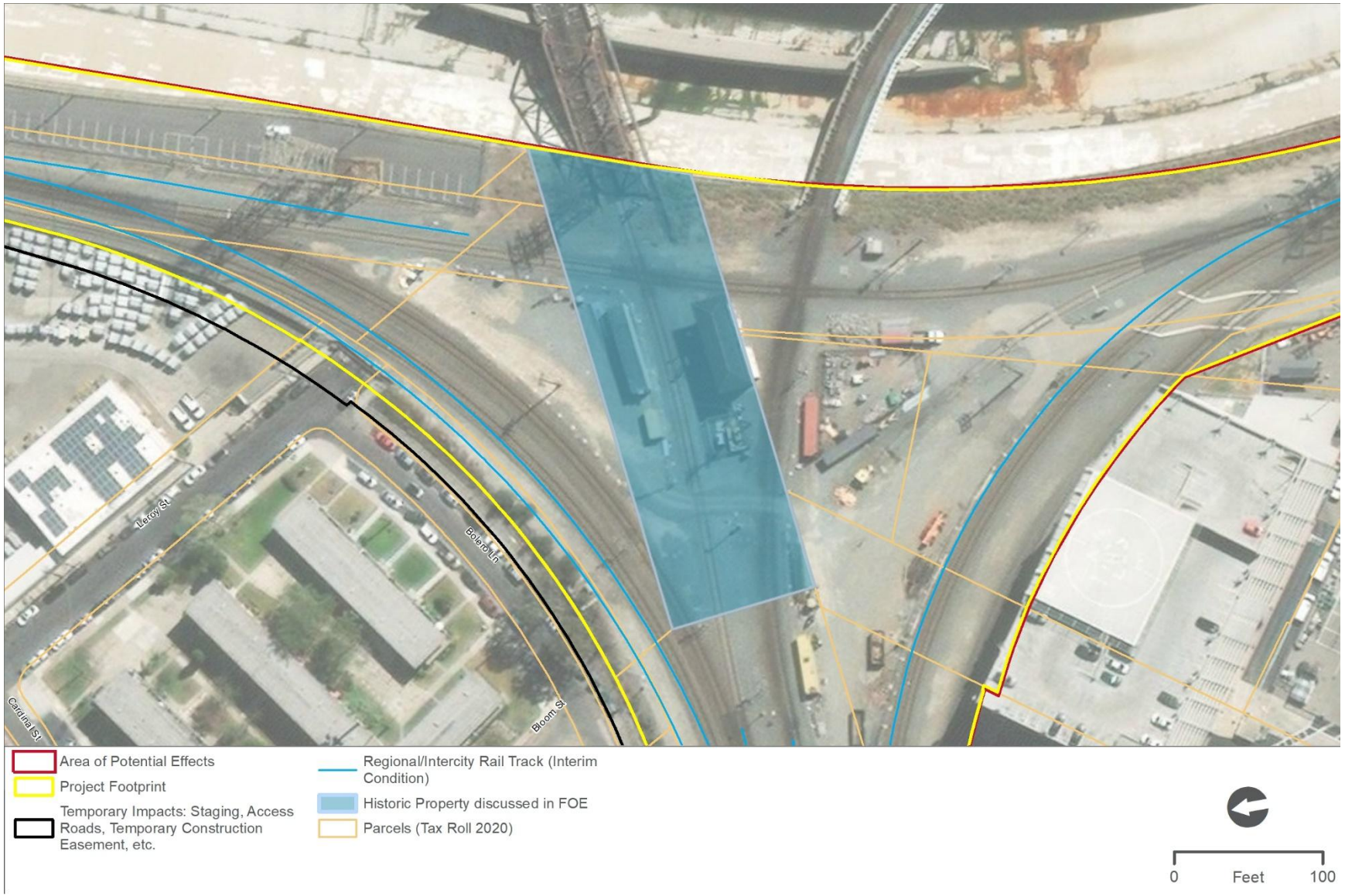
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the use of the historic property. The historic property is not currently in use, and no new use is proposed. The elevated tracks would be visible from the north façade of the historic property and would also appear in the background of the Mission Tower when viewed from the historic property's south elevation. The newly elevated rail yard and either rail yard canopy design option would not be visible from Mission Tower. Views of or from Mission Tower are not character-defining and no physical changes associated with proposed infrastructure would affect the characteristics that qualify Mission Tower for listing in the NRHP. The elevated tracks would be recognizable as new but generally perceived as similar in form to existing rail infrastructure and supporting rail activities similar to those that define the physical context of the resource. As a rail signal tower, rail lines and associated infrastructure have always been part of the setting of this historic property.

Construction activities near the Mission Tower property would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place near the historic property, there is not a potential for vibration damage during construction due to the building type (engineered concrete) and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Mission Tower.

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Figure 5-36. Mission Tower Historic Property Boundary and the Build Alternative



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William Mead Homes

Although the Build Alternative would require a temporary encroachment upon the boundary of the William Mead Homes property, it would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The property is located adjacent to the main line railroad tracks in the throat segment. The Build Alternative would replace an existing, modern fence with a new retaining wall adjacent to the rear of the historic property, within the existing rail ROW, but would not require acquisition of any portion of the historic property (Figure 5-37). The proposed new retaining wall would be taller than the existing fence and would additionally function as a sound wall. Construction of the new retaining wall would require a temporary construction easement to allow excavation of wall footings and equipment staging. Although character-defining hardscape features such as streets, sidewalks, and parking lots may be temporarily affected due to the temporary construction easement, no permanent encroachment or effects on the character-defining features of the property are anticipated.

The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the residential use of the historic property. The introduction of a new retaining wall at the rear of the property would not alter the residential character of the contributing buildings on the property. The physical setting at the rear of the property, currently delimited by a metal fence, consists of railroad infrastructure. The new retaining wall would be higher than the existing fence and act as a visual screen that would shield the railroad infrastructure—including the elevated rail yard and either rail yard canopy design option—from view. The existing fence and intervening buildings slightly obscure the view of downtown Los Angeles from portions of the property along Bolero Lane and near the baseball field. Due to the increased height of the proposed retaining wall, the view of downtown Los Angeles in the distance would be further obscured. Views of downtown Los Angeles have changed substantially since the property's period of significance in 1943–1952 and the character-defining features of the William Mead Homes property are unrelated to the setting. The proposed changes in the setting of the historic property would not affect the physical features of the property that contribute to its historic significance.

Shadow Analysis

A character-defining feature of William Mead Homes is the arrangement and orientation of buildings based on the philosophy of providing abundant natural light and air circulation in the apartment units. Construction of the retaining wall would introduce a visual element with the potential to cast a shadow on nearby buildings and reduce the amount of natural light received by the apartments. A shadow analysis was performed to quantify this impact and assess whether it would constitute an adverse effect.

A new retaining/sound wall that would extend up to 22 feet in height and approximately 860 feet in length along the railroad ROW would be constructed near the southeastern boundary of the complex, approximately 85 feet from the corner of the closest building. As shown on Figure 5-38, three-dimensional models of the retaining wall and William Mead Homes buildings were generated using geographic information systems software to reflect the spatial and geographical

setting of the property. The shadow cast by the retaining wall was simulated in one-hour intervals for each day of the year, allowing for quantification of the volume of building space that would be subject to a potential shadow cast for each hour of the year. Figure 5-39 and Figure 5-40 illustrate the median shadow cast by the proposed retaining wall on portions of the southeasternmost buildings of the William Mead Homes property at different times of day throughout the year. Because the renderings reflect median conditions over the course of a year, each hourly frame corresponds to a different calendar day and the sequence of images does not represent a progression of shadow on the same calendar day.

Based on the results of the shadow analysis, the retaining/sound wall would cast shadow on portions of two out of the 24 buildings that make up the complex. The two buildings are located at the southeastern end of the complex, and the impact from the wall would consist of a fleeting shadow on the south side of the two buildings, mostly during early morning hours. As quantified in Table 5-3, there would be no shadow cast on the buildings between 10:00 AM and 3:00 PM, and late afternoon shadow would intersect the westernmost building only during a brief period in winter, when the sun is lower on the horizon. On average, portions of these two buildings would be in shade approximately 12 percent of the time over the course of a day. As the sides of the two buildings are southeast-facing, they would still have morning sun exposure without shadow. There are approximately 12 courtyards in the complex, and a small section of one courtyard would be subject to brief periods of shadow cast at its south side. The complex's community building would not be impacted by any shadow from the wall.

Table 5-3. Median Time in Shadow for Two William Mead Homes Buildings

Time of Day	Number of Days with Shadow Cast on Building	Percentage (Out of 365)
7:00 AM	248	68%
8:00 AM	161	44%
9:00 AM	36	10%
10:00 AM	0	0%
11:00 AM	0	0%
12:00 PM	0	0%
1:00 PM	0	0%
2:00 PM	0	0%
3:00 PM	0	0%
4:00 PM	34	9%
5:00 PM	36	10%
6:00 PM	41	11%
7:00 PM	41	11%
8:00 PM	41	11%
Overall	**638**	**12%**

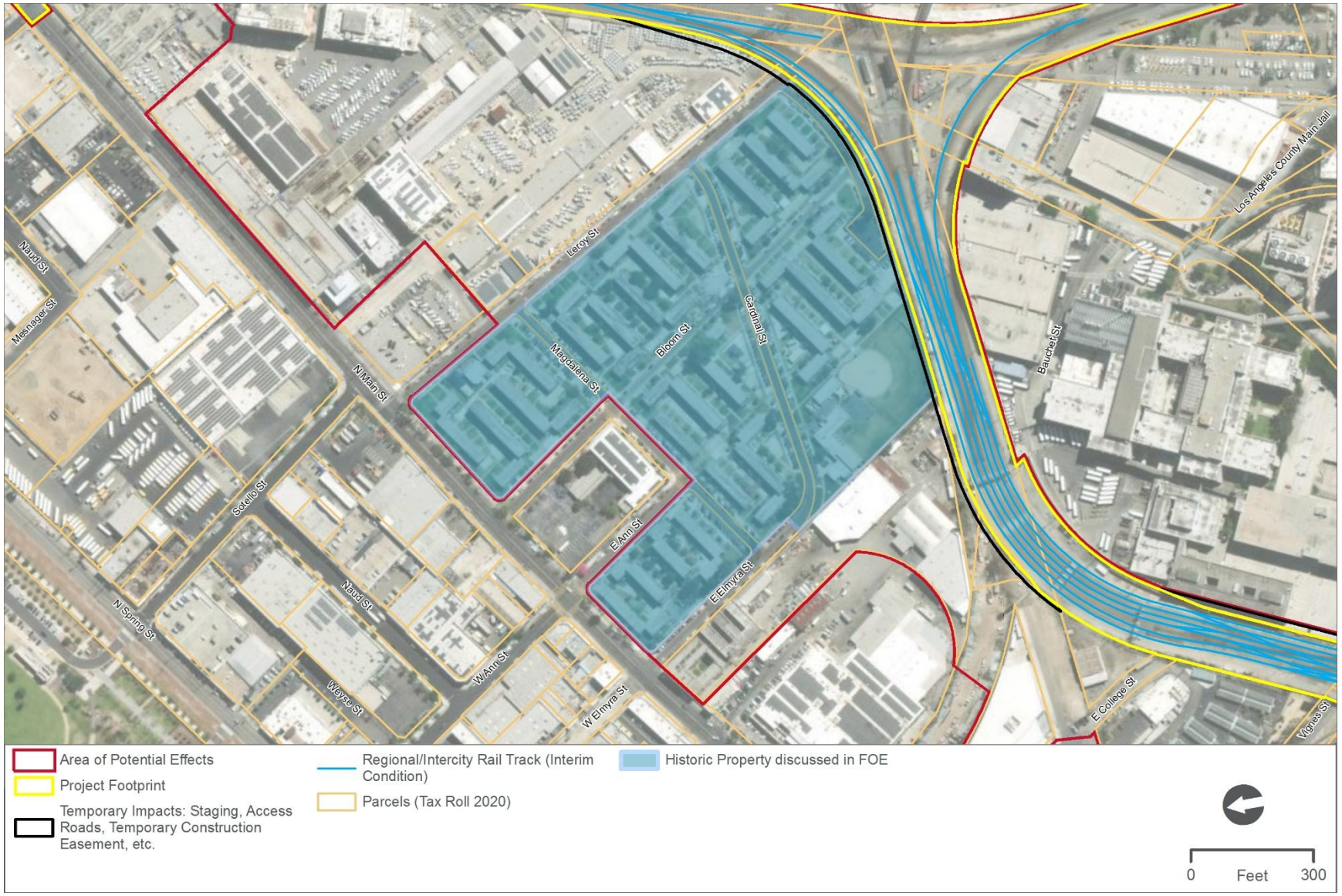
The shadow analysis indicates that, throughout the year, approximately 8 percent of the William Mead Homes buildings (2 out of 24) would experience shadow on a portion of their units during 12 percent of a 24-hour period. This shadow would minimally impact natural light for a small percentage of the complex over a short period of time and would not constitute an adverse effect on the integrity of the property's significant historic features.

Construction activities in the railroad ROW near the property would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place approximately 60 feet from the closest building and would require a temporary construction easement at the rear of the property, there is not a potential for vibration damage during construction due to the type of the contributing buildings (reinforced masonry) and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on William Mead Homes.

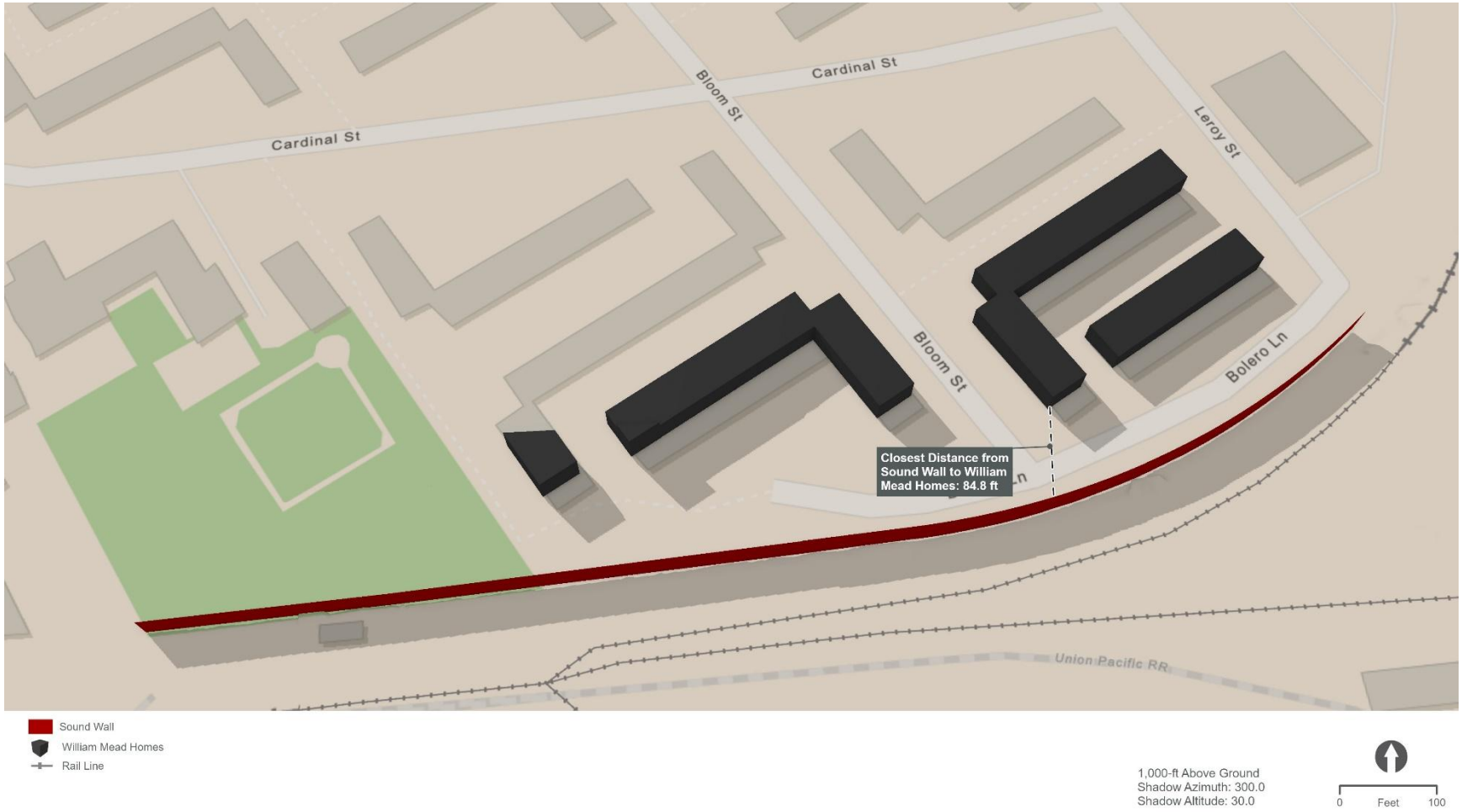
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Figure 5-37. William Mead Homes Historic Property Boundary and the Build Alternative



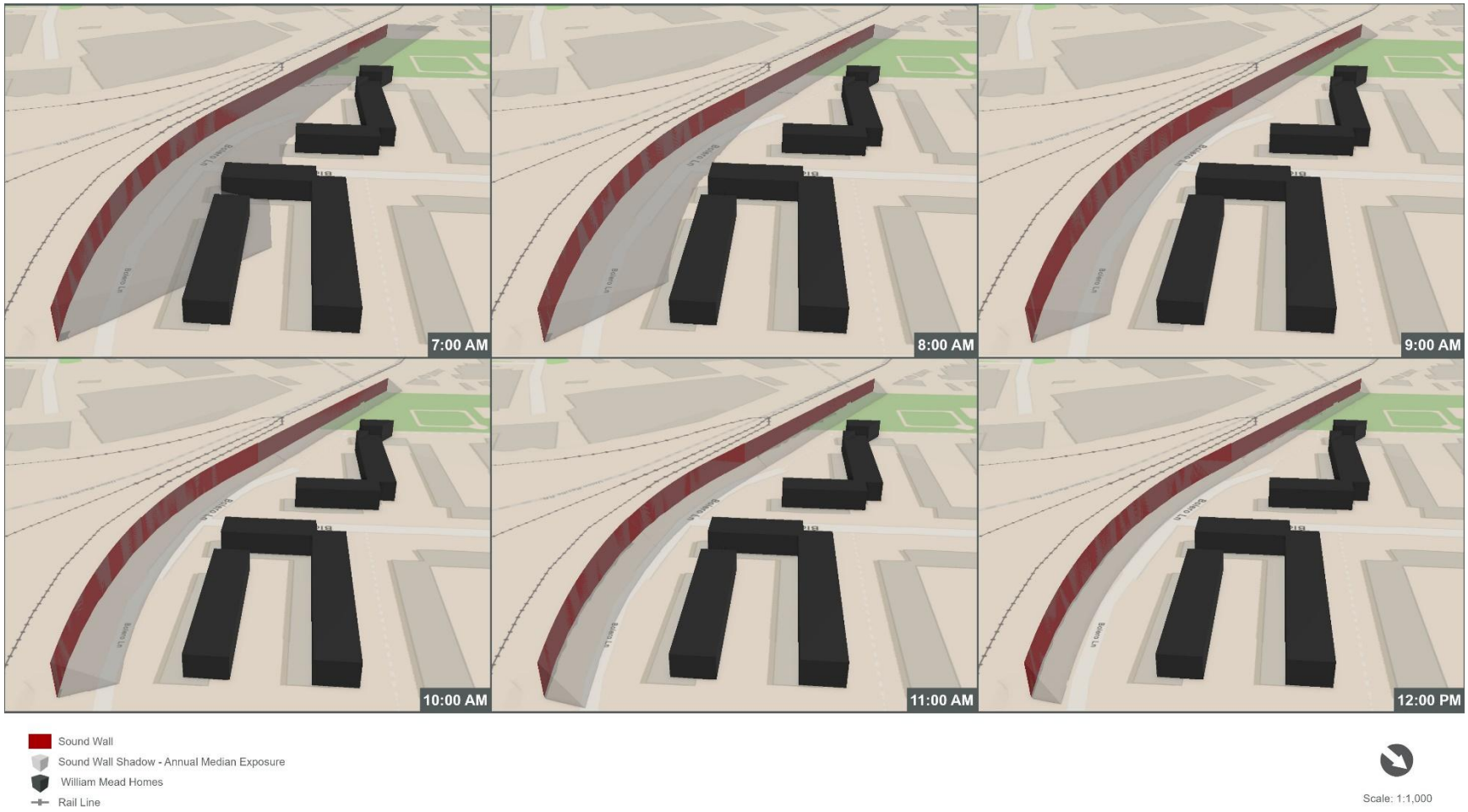
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Figure 5-38. William Mead Homes Shadow Analysis – Model Overview



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Figure 5-39. William Mead Homes Shadow Analysis – Median Extent During Morning Hours



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Figure 5-40. William Mead Homes Shadow Analysis – Median Extent During Afternoon Hours



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United States Post Office Los Angeles Terminal Annex

The Build Alternative would not encroach upon the boundaries of this historic property, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The southeastern corner of the Terminal Annex is adjacent to the Cesar Chavez Avenue Undercrossing and its rear elevation faces the LAUS rail yard, in the Concourse Segment. The Build Alternative would replace the Cesar Chavez Avenue Undercrossing with a new railroad bridge and construct the elevated LAUS rail yard adjacent to the rear of the Terminal Annex property, but it would not require acquisition of any portion of the historic property (Figure 5-41).

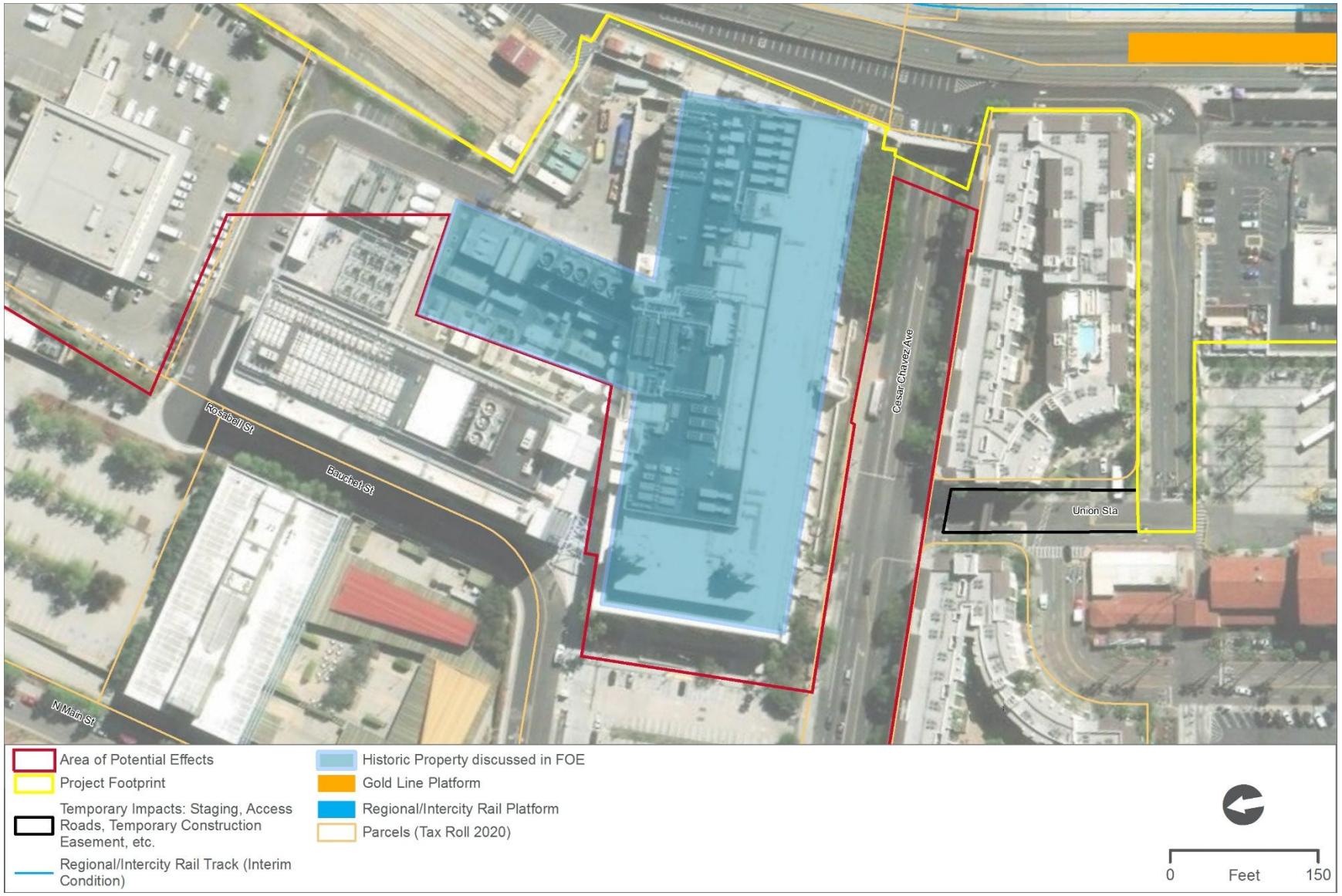
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the present adaptive reuse of the historic property as a data center. The new undercrossing would be constructed in the same location as the existing bridge to support tracks that would be elevated 10 to 15 feet higher than the existing top of rail at this location, and new retaining walls built to support the elevated rail yard would reach a similar height as the bridge. The new bridge, elevated rail yard, and Rail Yard Canopy Design Option 2 (grand canopy) would be visible from the side and rear elevations of the building, but they would not be visible when a viewer stands in front of its primary elevation due to the considerable height and length of the building. Similar to the present condition, the individual canopies of Rail Yard Canopy Design Option 1 would only be visible from the rear of the Terminal Annex property but not from its front or side elevations. The elevated rail yard, new bridge, and rail yard canopy design options would be recognizable as new but generally perceived as similar in form to existing rail infrastructure and supporting rail activities similar to those that define the physical context of the resource. Since construction of the Terminal Annex, the LAUS rail yard and associated infrastructure have always been part of the setting of this historic property. Moreover, the significance of the historic property is due to its architectural quality, and the character-defining features of the building are unrelated to the setting.

Construction activities near the Terminal Annex property would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place near the historic property, there is not a potential for vibration damage during construction due to the building type (reinforced concrete) and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Terminal Annex.

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Figure 5-41. United States Post Office Terminal Annex Historic Property Boundary and the Build Alternative



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Macy Street School

The Build Alternative would not encroach upon the boundaries of this historic property, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The property is near the LAUS rail yard, with its side elevation facing the rear of the car supply building, retaining wall, and Vignes Street Undercrossing, in the Concourse Segment. The Build Alternative includes construction of the elevated LAUS rail yard, demolition of the car supply building, and replacement of the Vignes Street Undercrossing with a new bridge, but it would not require acquisition of any portion of the historic property (Figure 5-42).

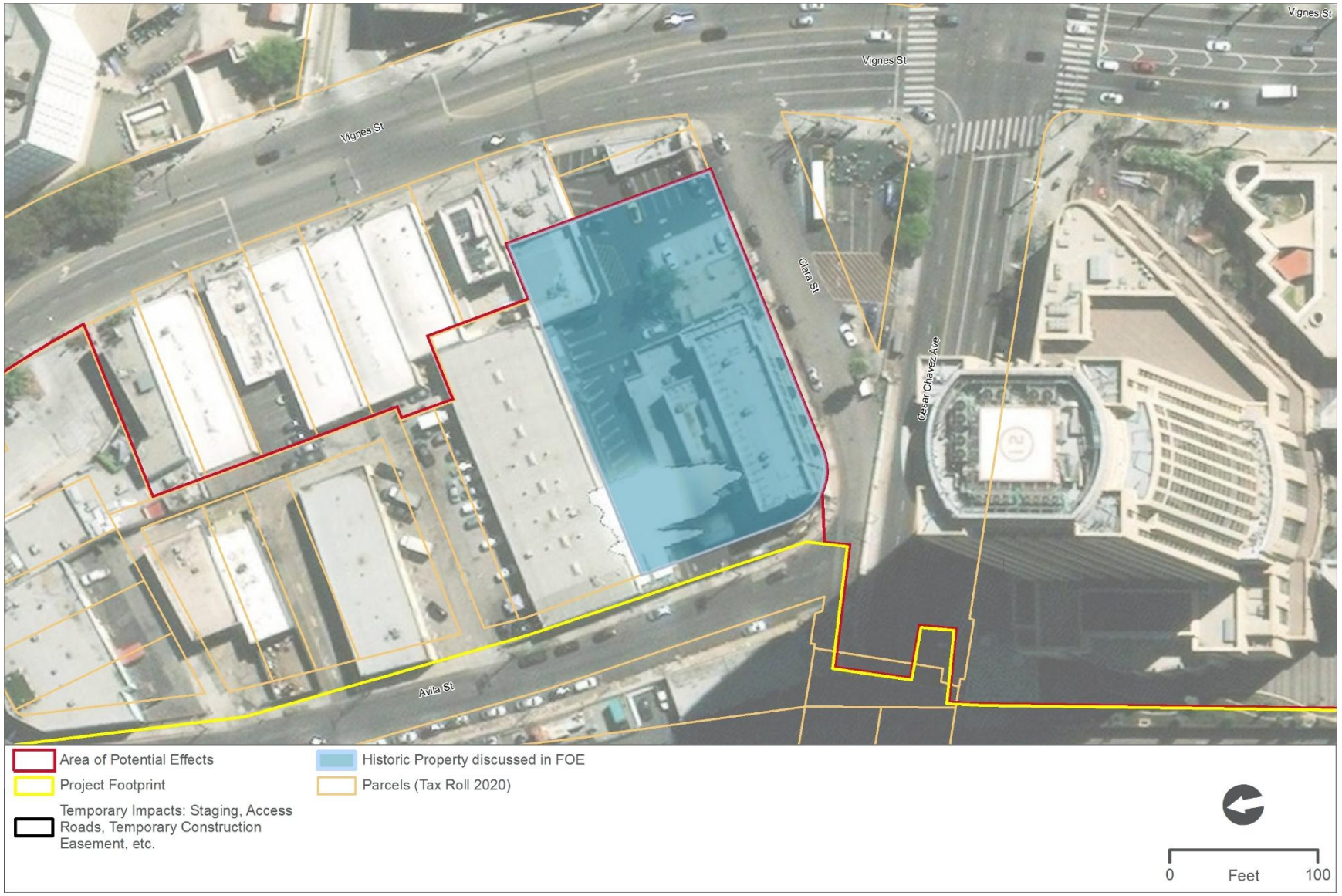
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the present adaptive reuse of the historic property as a commercial building. The new undercrossing would be constructed in the same location as the existing bridge to support tracks that would be elevated 10 to 15 feet higher than the existing top of rail at this location, and new retaining walls built to support the elevated rail yard would reach a similar height as the bridge. Primary views toward Macy Street School are toward the north from Cesar Chavez Avenue. The new bridge, elevated rail yard, and both rail yard canopy design options would be visible from the front and side elevations of the building. While the setting to the west of Macy Street School would change with new infrastructure elements proposed, the setting does not contribute to the historic significance of the property under Criterion A for ethnic heritage or Criterion B for association with Principal Sterry. The proposed changes in the setting of the historic property would not affect the physical features of the property that contribute to its historic significance.

Construction activities near the Macy Street School property would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place near the historic property, there is not a potential for vibration damage during construction due to the building type (reinforced masonry) and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on Macy Street School.

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Figure 5-42. Macy Street School Historic Property Boundary and the Build Alternative



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Los Angeles Plaza Historic District

The Build Alternative would not encroach upon the boundaries of the Los Angeles Plaza Historic District, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The property is located west of Alameda Street and Los Angeles Street, opposite the LAUS terminal building. The Build Alternative includes construction of the expanded passageway and elevated rail yard approximately 600 and 900 feet from the closest contributors of the Los Angeles Plaza Historic District, respectively (Figure 5-43).

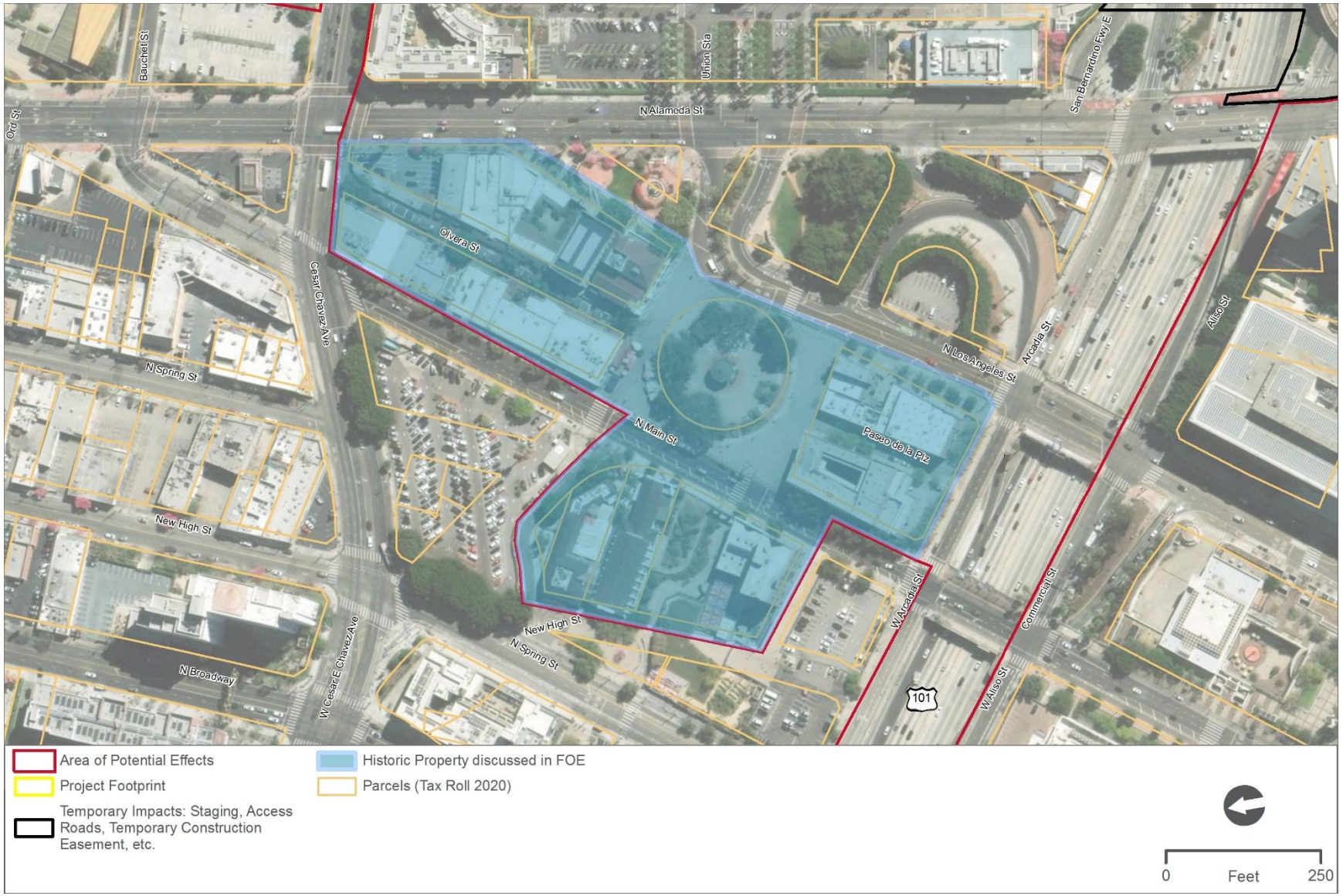
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the cultural, recreational, commercial, and other uses of the historic property. Proposed infrastructure may be visible from the Plaza kiosk area of the district, facing east. If individual canopies are constructed over the rail yard (Rail Yard Canopy Design Option 1), the canopies would not be visible from the historic property. If the grand canopy is constructed (Rail Yard Canopy Design Option 2), the canopy would be up to 70 feet above the elevated rail yard, and a portion of it may be visible from the Plaza area between and behind the two existing buildings, LAUS and the Metropolitan Water District Headquarters. Direct views of LAUS are often obscured from the Plaza due to the presence of buildings and trees, depending on the location. The Los Angeles Plaza Historic District has a primarily cultural/recreational character, and the visual elements associated with the proposed infrastructure would not result in changes to the physical features of the property that contribute to its historic significance. While the grand canopy structure may be visible from the Los Angeles Plaza Historic District, the change in view from this historic property would not be considered adverse because none of the characteristics that qualify the Los Angeles Plaza Historic District for the NRHP would have their integrity diminished, and the views east from the Plaza have changed substantially since the end of the period of significance in 1932 due to the construction of LAUS, modernization of Alameda and Los Angeles Streets, and construction of US-101, the El Monte Busway, high-rise condominium buildings, Gateway Plaza, and the Metropolitan Water District Headquarters.

Construction activities would be limited to the railroad ROW and would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place in the general vicinity of the historic property, there is not a potential for vibration damage during construction due to the distance from the construction area (about 600 feet) and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Los Angeles Plaza Historic District.

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Figure 5-43. Los Angeles Plaza Historic District Historic Property Boundary and the Build Alternative



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Denny's Restaurant

Although the Build Alternative would temporarily encroach upon the parcel boundaries of the Denny's Restaurant, it would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The property is located north of the El Monte Busway and east of LAUS. The Build Alternative includes construction of a new viaduct over US-101, a run-through track embankment between US-101 and Commercial Street, and the elevated rail yard approximately 400 and 500 feet from the property, respectively (Figure 5-44). The Build Alternative would require use of the parking lot in the Denny's Restaurant parcel as a temporary staging area; however, the Denny's Restaurant building itself would not be physically disturbed or altered.

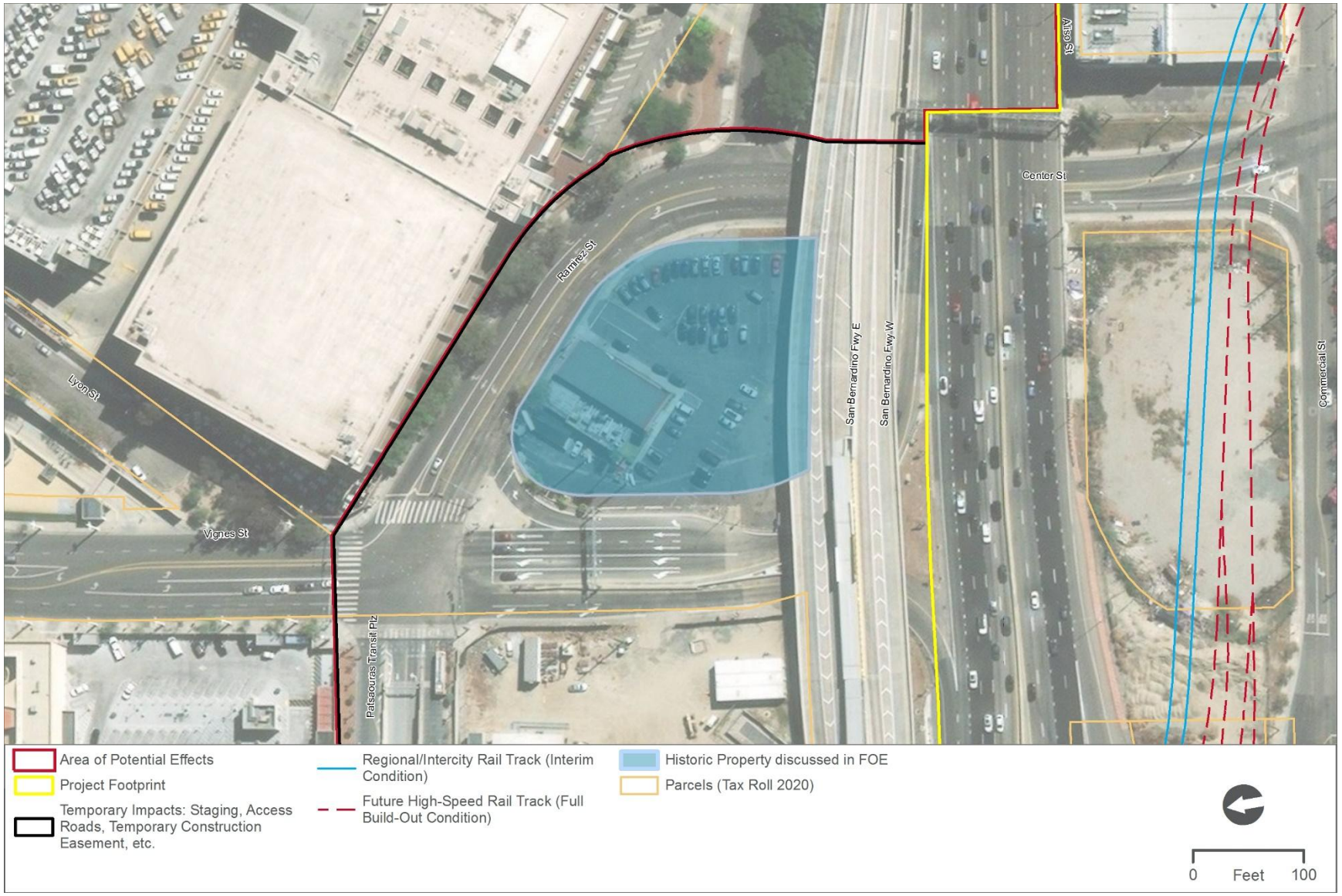
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the use of the historic property as a restaurant. The physical setting of the property would be unchanged after construction is completed. Views from Denny's Restaurant toward the LAUS rail yard and either canopy design option would be largely obscured by Patsaouras Plaza, the LAUS east portal, and the Gateway Plaza tower, and views toward the new viaduct would be blocked by the El Monte Busway and US-101. Moreover, the significance of the historic property is due to its architectural quality, and the character-defining features of the building are unrelated to the setting. The proposed changes in the setting of the historic property would not affect the physical features of the property that contribute to its historic significance.

Construction activities would be limited to the rail yard, the US-101 ROW, and the Commercial Street corridor. Construction of the run-through track viaduct would include high-intensity activities such as pile driving. Although pile driving would take place in the general vicinity of the historic property, there is not a potential for vibration damage during construction due to the distance from the construction area (about 400 feet) and the building type (reinforced concrete).

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on Denny's Restaurant.

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Figure 5-44. Denny's Restaurant Historic Property Boundary and the Build Alternative



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Kelite Factory Plant No. 1

The Build Alternative would not encroach upon the boundaries of this historic property, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The legal parcel of the property is adjacent to the railroad ROW in the throat segment, but the eligible Kelite Factory Plant No. 1 building, which faces Main Street and Elmyra Street, is at least 500 feet from the Project Footprint (Figure 5-45). The Build Alternative would require replacement of an existing fence with a new retaining wall adjacent to the parcel, within the existing rail ROW, but would not require acquisition of any portion of the parcel.

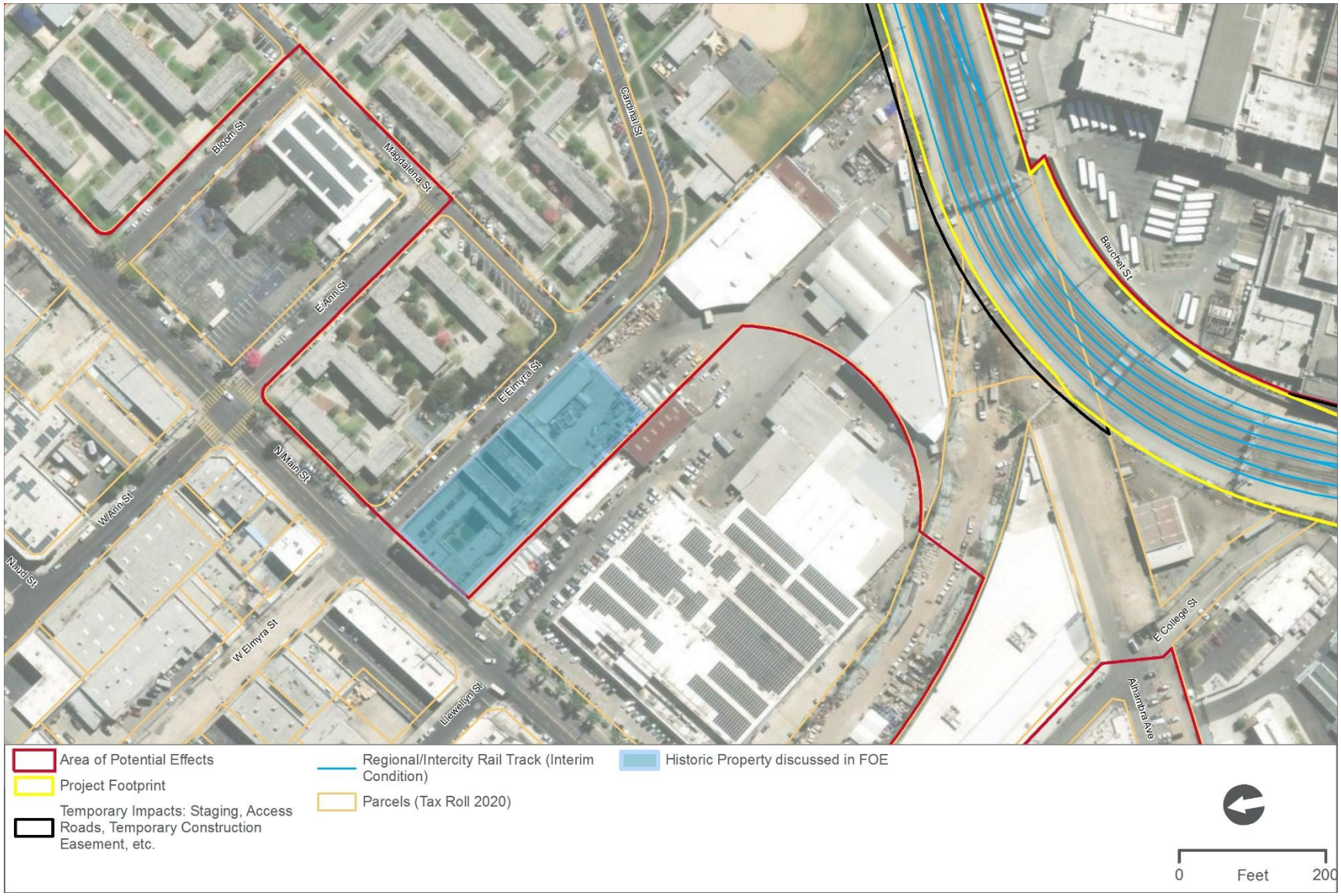
The Build Alternative would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Build Alternative affect the use of the historic property. The historic property is not currently in use, and no new use is proposed. The new retaining wall and concourse-related improvements, elevated rail yard, and either canopy design option would not be visible from the property because of intervening buildings (Kelite Factory Plants No. 2 and 3) located on the same parcel. The physical setting of the property includes equipment storage and other industrial uses on the same parcel and residential uses at William Mead Homes, facing the property across Elmyra Street. The Build Alternative would not result in any changes to the physical setting of the Kelite Factory Plant No. 1 building.

Construction activities would be limited to the railroad ROW and would involve trucks, bulldozers, excavators, and other construction equipment, but high-intensity activities, including pile driving, would not take place at this location. Although construction would take place in the general vicinity of the historic property, there is not a potential for vibration damage during construction due to the distance from the construction area (about 500 feet), the building type (reinforced masonry), and the nature of the proposed construction activity.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Kelite Factory Plant No. 1.

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Figure 5-45. Kelite Factory Plant No. 1 Historic Property Boundary and the Build Alternative



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Solar Manufacturing Corporation Building

The Malabar Yard railroad improvements would not encroach upon the boundaries of this historic property, nor would they require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Construction activities in the vicinity of the Solar Manufacturing Corporation Building include installation of new freight track along 46th Street within a new railroad ROW. The construction would take place over 75 feet to the south of the building, across from the existing 46th Street ROW and the building and parcel that comprise the historic property would not be physically disturbed or altered (Figure 5-46).

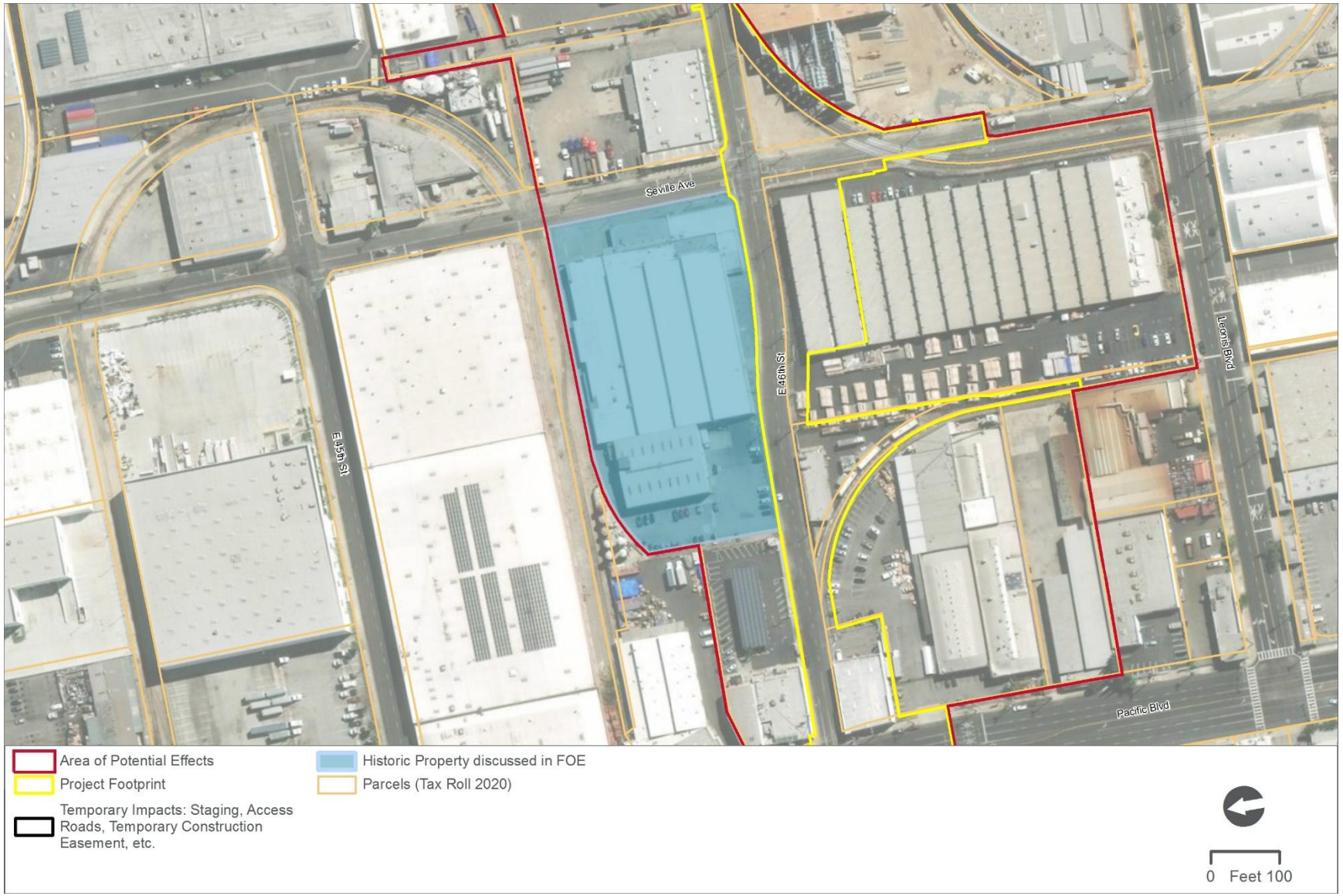
The Malabar Yard railroad improvements would not change the character of the use or physical setting of the historic property in a manner that would diminish its integrity, nor would the Malabar Yard railroad improvements affect the current use of the historic property as an industrial building. The resource is located in an urban area surrounded by industrial buildings and is already in proximity to railroad tracks. Given the distance of the improvements from the front of the building, dust, noise, visual, or access impacts would not adversely affect the historic property.

Trucks, bulldozers, excavators, and other construction equipment would be used for work in the area, but there would be no high-intensity activities, including pile driving, at this location. Although construction would take place in the general vicinity of the historic property, there is not a potential for vibration damage during construction due to the intervening distance, the building type (reinforced concrete), and the nature of the proposed activities.

Therefore, CHSRA proposes that the undertaking would result in no adverse effect on the Solar Manufacturing Corporation Building.

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Figure 5-46. Solar Manufacturing Corporation Building Historic Property Boundary and Malabar Yard Railroad Improvements



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5.3.3 Historic Properties with an Adverse Effect

CHSRA has applied the criteria of adverse effect at 36 CFR § 800.5 and proposes that the undertaking would result in an adverse effect on three historic properties, as detailed below.

Appendix E contains proposed draft measures proposed to avoid, minimize, or mitigate adverse effects the undertaking may have on these three historic properties. These proposed draft measures include all of the provisions of the mitigation measures of the Mitigation Monitoring and Reporting Program adopted by Metro in the Link US Final Environmental Impact Report (certified in 2019) but are updated to reflect the Section 106 nexus of the Project. The proposed draft measures are provided as a starting point for discussion with Section 106 consulting parties. Measures to resolve adverse effects would be fully developed through further consultation with consulting parties and the SHPO and memorialized in an MOA.

Los Angeles Union Passenger Terminal

Physical Effects on Qualifying Characteristics

Architecturally significant buildings and spaces that comprise the west side of LAUS, including the passenger waiting area, former ticketing room, Harvey House restaurant, and courtyards, would not be altered. In the interim condition (as early as 2026), demolition of Platform 4 and the associated butterfly shed canopy would occur to implement new run-through service. In the full build-out condition (as early as 2031), the rail yard would be elevated to approximately 15 feet above the existing elevation to accommodate the Caltrans vertical clearance requirements for new run-through tracks over both the El Monte Busway and US-101. The expanded passageway would also be constructed in the full build-out condition, along with either an individual canopy covering each of the platforms (Rail Yard Canopy Design Option 1) or a grand canopy over the entirety of the rail yard (Rail Yard Canopy Design Option 2). The Build Alternative and design options considered (Figure 5-47) would destroy or substantially alter some of the character-defining features that represent the interface of passengers between the station and tracks, as described below:

- **Pedestrian Passageway (Tunnel):** The concourse related improvements would include a 140-foot-wide expansion of the passageway, which would require the demolition of the narrow, historic pedestrian passageway to provide additional passenger travel-path convenience and options with new elevators, escalators, and stairs to achieve compliance with California Building Code egress and ADA standards. The concourse-related improvements associated with the expanded passageway would be of modern design and materials and would not convey the historic feeling and association currently experienced by visitors or travelers to LAUS.
- **Passenger Ramps, Platform Railings, Solid Balustrades** – The passenger ramps, platform railings, and solid balustrades would be demolished to make space for the construction of the expanded passageway and other concourse-related improvements. The concourse-related improvements would include multiple egress routes, with public

areas integrated into the design that also achieve compliance with California Building Code egress and ADA standards

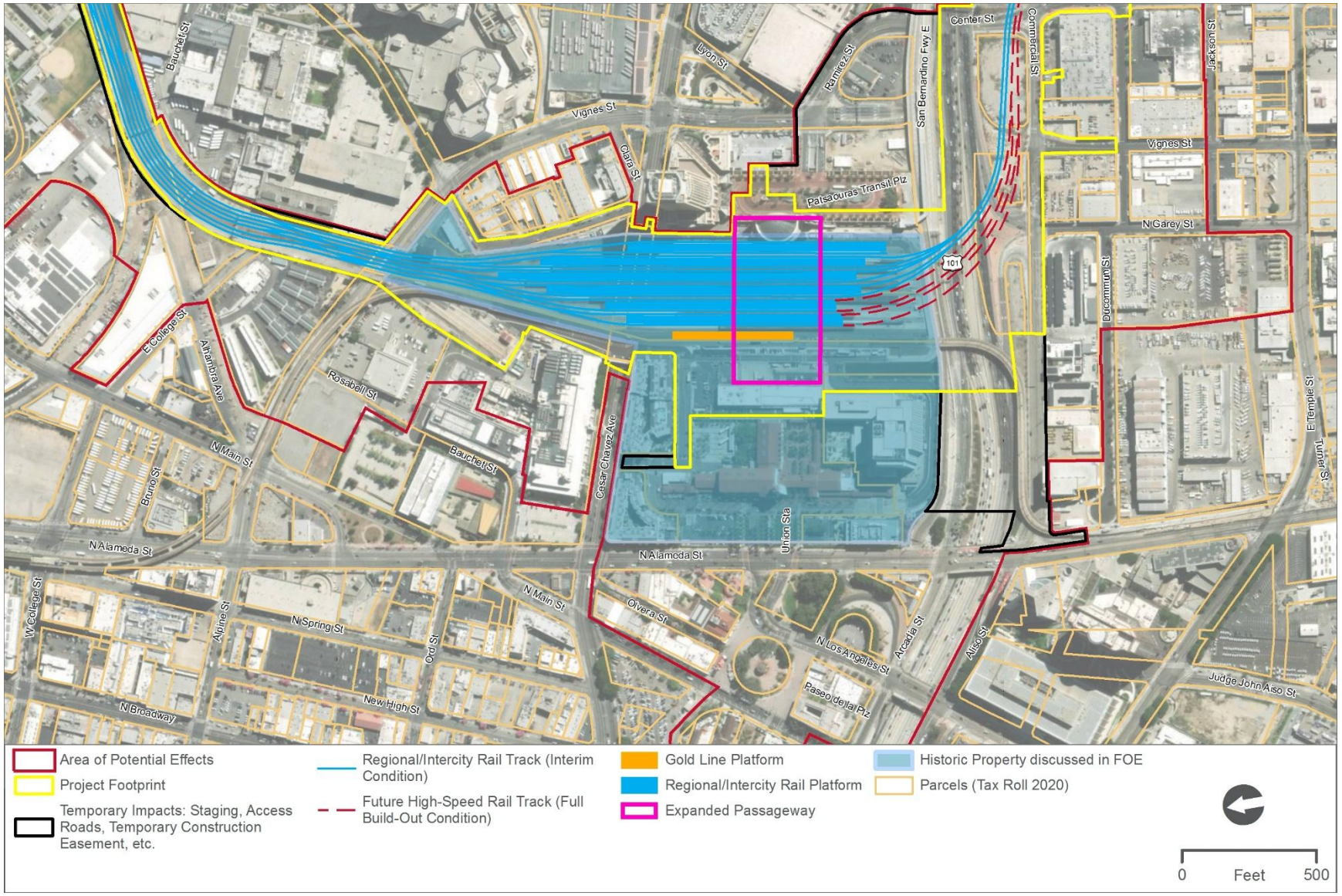
- **Platforms**– The 21-foot-wide concrete platforms would be demolished, and new, longer, wider concrete platforms (29 feet wide) would be constructed to enhance safety; allow space for proposed elevators, stairs, and escalators; and accommodate building code requirements for loading (ramps and railings would not be replaced). The proposed platforms would be lengthened and elevated to approximately 15 feet above their present elevation.
- **Butterfly Shed Canopies** – The butterfly shed canopies would be demolished because they would be too narrow and not long enough to perform their historic function on the widened and lengthened platforms. Additionally, reuse of the butterfly shed canopies does not allow for the design requirements of accommodating multiple operating agencies, each with their own unique needs and train types and each with different design criteria for proximity and clearance of canopies. Newly proposed rail yard canopy design options would be of modern design and materials and would not convey the historic feeling and association currently experienced by visitors or travelers to LAUS within the rail yard.
- **South Retaining Wall** – The proposed run-through track structure over the El Monte Busway and US-101 would be designed to span above the existing south retaining wall, which would be largely obscured from public view. However, the south retaining wall would be modified to raise the wall along with the yard (likely with the run-through tracks structure crossing through the upper limits of the new wall elevation). These modifications would be visible from US-101.
- **Terminal Tower** – The Terminal Tower is currently located in an area where the rail yard is proposed to be raised by 15 feet with a new 10 foot-wide access road proposed between the structure and the adjacent tracks. The Terminal Tower is proposed to be moved and either re-oriented at-grade or raised vertically, depending on the final Project design. The Terminal Tower would only be demolished if moving the resource is not feasible.
- **Car Supply Building** – The car supply building, which is built directly into the rail yard retaining wall, would be demolished as a result of elevating the rail yard (15 feet higher) and the need for a 10-foot wide access road in the same location.
- **Cesar Chavez Avenue Undercrossing** – The Cesar Chavez Avenue Undercrossing would be demolished and replaced with a new bridge to accommodate the elevated rail yard and support tracks (15 feet higher) and the egress requirements from the platforms.

As described above, the physical removal of specific features would result in an adverse effect, even though LAUS would retain enough integrity to remain listed in the NRHP due to the preservation of the historic main building (e.g., tile roof, stucco wall cladding, arched main entrance, decorated beams, and tile floors) and other features such as the ticketing halls, arcades, clock tower, and patios. There would be substantial alterations to the south retaining wall and potentially the Terminal Tower (depending on the ability in final design to relocate the tower).

Figure 5-48 and Figure 5-49 show the change in view of the south retaining wall and butterfly shed canopies that would result from raising the platforms 15 feet and constructing the run-through tracks structure for the Build Alternative. As depicted on Figure 5-48, the grand canopy (Rail Yard Canopy Design Option 2) is visible from the viewpoint. Appendix F contains conceptual-level renderings for the proposed concourse-related improvements associated with the Build Alternative relative to the existing rail yard and pedestrian passageway. Figure 5-50 through Figure 5-53 show the demolition of Cesar Chavez Avenue Undercrossing and its replacement with a new bridge to support the tracks as they raise approximately 15 feet to the elevation of the proposed rail yard. Figure 5-54 and Figure 5-55 show the change in view looking southeast from Alameda Street toward LAUS for the grand canopy (Rail Yard Canopy Design Option 2); there is no change to the existing view with the individual canopies (Rail Yard Canopy Design Option 1).

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Figure 5-47. Los Angeles Union Station Historic Property Boundary and the Build Alternative



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Figure 5-48. Area South of Los Angeles Union Station Platforms and South Retaining Wall, Existing Conditions (View North)



Figure 5-49. Area South of Los Angeles Union Station Platforms and South Retaining Wall, Visual Simulation of the Build Alternative with Grand Canopy Option (View North)



Figure 5-50. Cesar Chavez Avenue Undercrossing, Existing Conditions (View West)



Figure 5-51. Cesar Chavez Avenue Undercrossing, Visual Simulation of the Build Alternative with Grand Canopy Option (View Looking West)



Figure 5-52. Cesar Chavez Avenue Bridge, Existing Conditions (View Looking East)



Figure 5-53. Cesar Chavez Avenue Bridge, Visual Simulation of the Build Alternative with Grand Canopy Option (View Looking East)

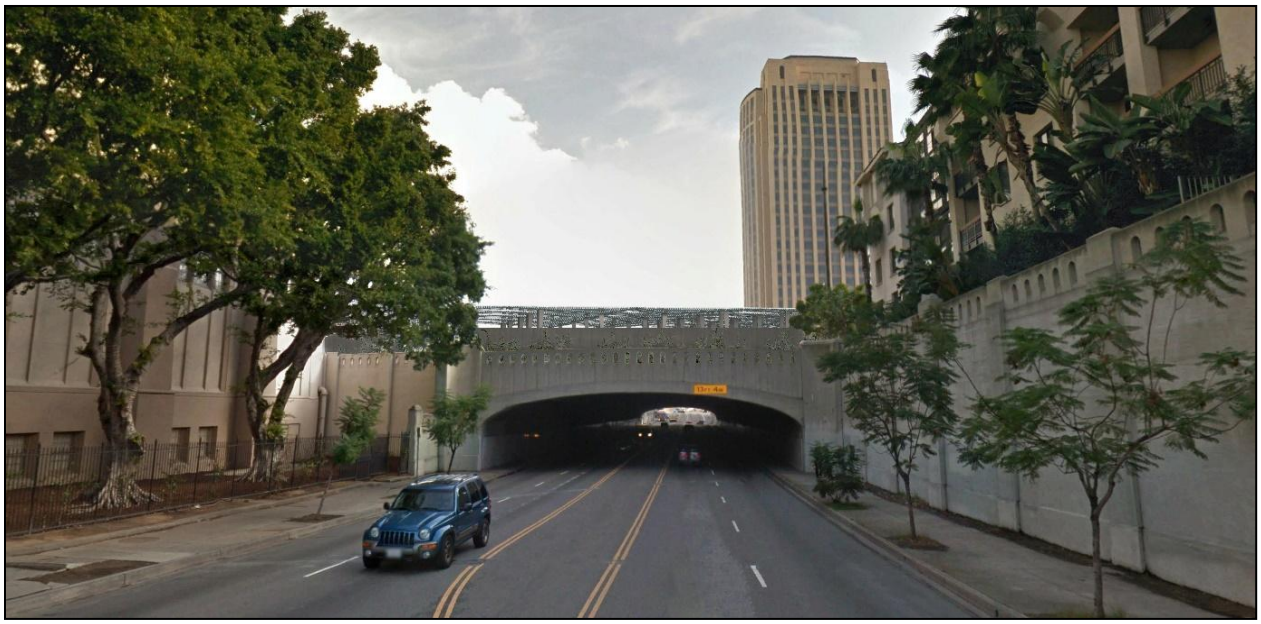


Figure 5-54. Los Angeles Union Station Entrance from Alameda Street, Existing Conditions (View Southeast)



Figure 5-55. Los Angeles Union Station Entrance from Alameda Street, Visual Simulation of the Build Alternative with Grand Canopy Option (View Looking Southeast)



Visual Effects on Qualifying Characteristics

Historically, LAUS and its landscape have been experienced primarily, although not completely, in a horizontal, at-grade capacity. A transit rider enters the complex from Alameda Street, either into the waiting room or the ticketing concourse, potentially moving through enclosed, rectangular courtyards that are traditional features of Spanish Renaissance and Spanish Revival architecture. A visitor might sit and wait temporarily in any of these areas before continuing eastward through the existing passenger concourse and into the pedestrian passageway before ascending ramps to their respective boarding platform.

As originally designed, LAUS separated the circulation of inbound and outbound passengers through means such as a three-part passenger concourse, which is now altered, and a taxi pickup that was once located off the south courtyard, among other features. Arrival and departure separation is no longer a LAUS circulation feature, and although horizontal circulation was a primary feature, axial circulation was not. As presented above, a VCE with the ascent or descent up or down ramps to board trains has always been historically present, and the introduction in the early 1990s of the Red and Purple Line subways set a precedent for pronounced vertical circulation, compromising the horizontal circulation many historically experienced within LAUS. Although the expanded passageway associated with the Build Alternative is proposed in the same general location as the present historic pedestrian passageway (at-grade and offering a similar pattern of east-to-west circulation across LAUS), it is of non-historic dimensions, design, and materials plus would have new vertical and expanded horizontal circulation elements (see renderings in Appendix F). Therefore, the concourse-related improvements for the Build Alternative are incompatible with LAUS as a historic property, resulting in visual effects.

Additionally, at this early stage of Project design, the individual or grand canopy options associated with the Build Alternative includes modern design elements over the rail yard (see renderings above) that are incompatible with the historic fabric and other character-defining features of LAUS in the following ways:

- **Rail Yard Canopy Design Option 1 (individual canopies).** Individual canopy structures above each elevated rail yard platform have a maximum height of up to 25 feet. These individual canopies would not be visible behind the historic concourse and outdoor courtyards. While the individual canopies would be roughly similar in form to existing butterfly shed canopies, they are of non-historic dimensions to fit the widened and lengthened platforms, with modern design and materials.
- **Rail Yard Canopy Design Option 2 (grand canopy).** The grand canopy structure would have a maximum height of up to 75 feet above the elevated rail yard. The grand canopy would be visible behind the historic concourse and outdoor courtyards (Figure 5-55). This design option is of non-historic dimensions, design, and materials.

Given the location at grade (beneath the rail yard), the expanded passageway elements would not be visible from the historic courtyards, LAUS, or beyond.

Summary of Effects on Los Angeles Union Station

For the Build Alternative, the most applicable example of Section 106 adverse effects for LAUS would be 36 CFR § 800.5(a)(2)(i), which states: "Physical destruction of or damage to all or part of the property." As described above, the part of the LAUS property that would be demolished as part of the Build Alternative would include the following character defining features: platforms, butterfly shed canopies, pedestrian passageway, ramps, railings, Cesar Chavez Avenue Undercrossing, Car Supply Building, and potentially the Terminal Tower (depending on the ability in final design to relocate the tower). The physical destruction of these features would meet the criteria of adverse effect, even though LAUS would still retain sufficient integrity to be listed in the NRHP. In addition, although they would not be destroyed, the south retaining wall and potentially the Terminal Tower would be altered.

A second applicable example of Section 106 adverse effects would be 36 CFR § 800.5(a)(2)(v), which states: "Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." The contributing features that would be demolished as part of the Build Alternative (i.e., platforms, butterfly shed canopies, pedestrian passageway, ramps, railings, Cesar Chavez Avenue Undercrossing, and Car Supply Building) would be replaced with new elements that are visually different from historic-era features and the Spanish Colonial Revival and Streamline Moderne architectural styles of the historic LAUS. While the proposed individual canopies over the rail yard (Rail Yard Canopy Design Option 1) would not be visible behind the historic concourse (as viewed from Alameda Street) and outdoor courtyards, they are of non-historic dimensions to fit the widened and lengthened platforms, with modern design and materials. The proposed grand canopy over the rail yard (Rail Yard Canopy Design Option 2) would introduce visual elements that would be visible behind LAUS' architecturally significant buildings as viewed from Alameda Street and would result in additional adverse effects by diminishing LAUS's integrity of design, setting, feeling, and association.

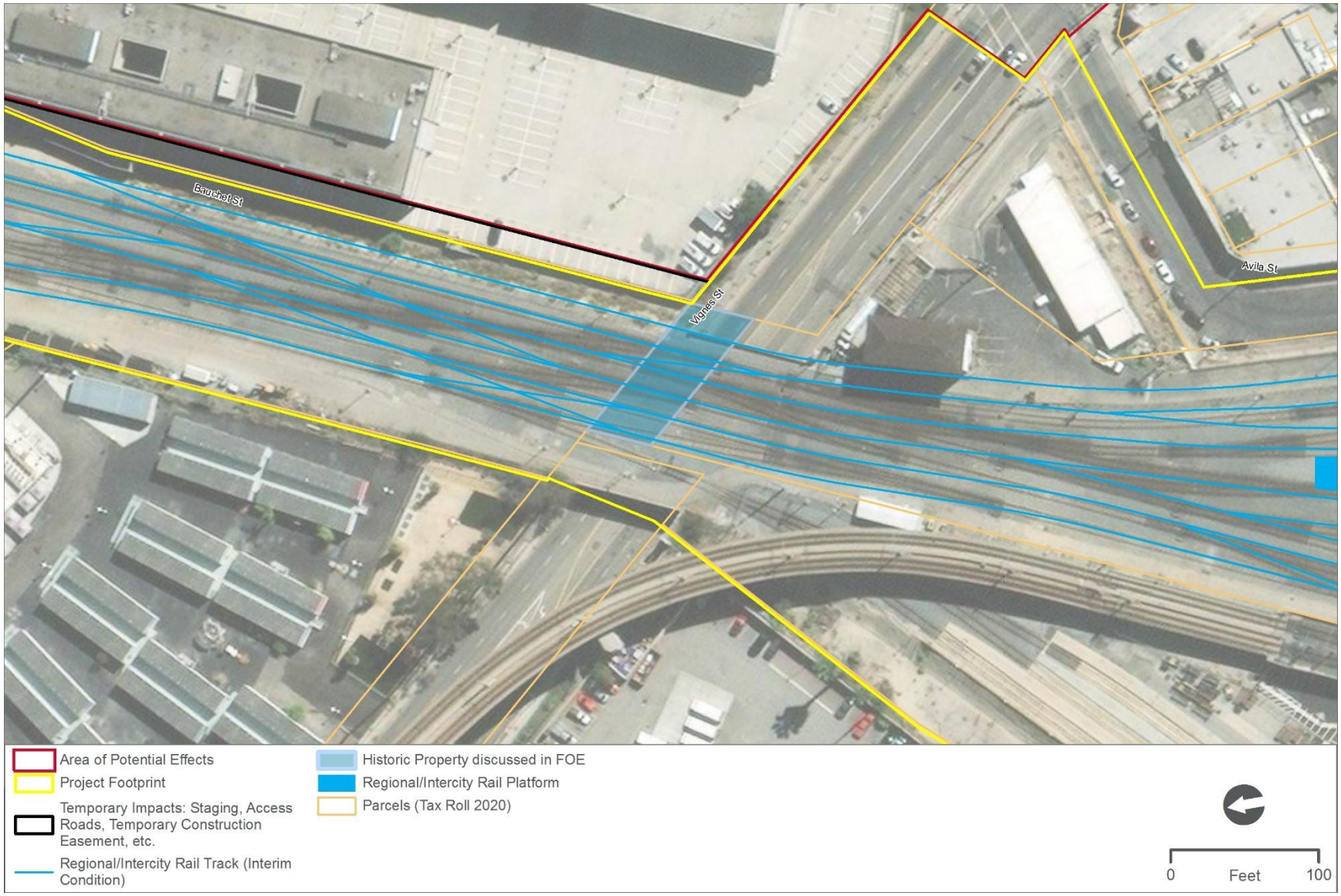
Therefore, CHSRA proposes that the undertaking would result in an adverse effect on the Los Angeles Union Passenger Terminal.

Vignes Street Undercrossing

The Build Alternative would include demolition of the existing Vignes Street Undercrossing and replacement with a new bridge to support the tracks as they transition from the existing grade at Mission Junction up to the approximate 15-foot raised elevation of the proposed rail yard (Figure 5-56 through Figure 5-58). New canopies would not be visible from this location.

For Link US, the most applicable example of Section 106 adverse effects would be 36 CFR § 800.5(a)(2)(i), which states "Physical destruction of or damage to all or part of the property." Because of the destruction of the Vignes Street Undercrossing and its association with LAUS that qualifies it for the NRHP, CHSRA proposes that the undertaking would result in an adverse effect on the Vignes Street Undercrossing.

Figure 5-56. Vignes Street Undercrossing Historic Property Boundary and the Build Alternative



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Figure 5-57. Vignes Avenue Undercrossing, Existing Conditions (View Looking East)

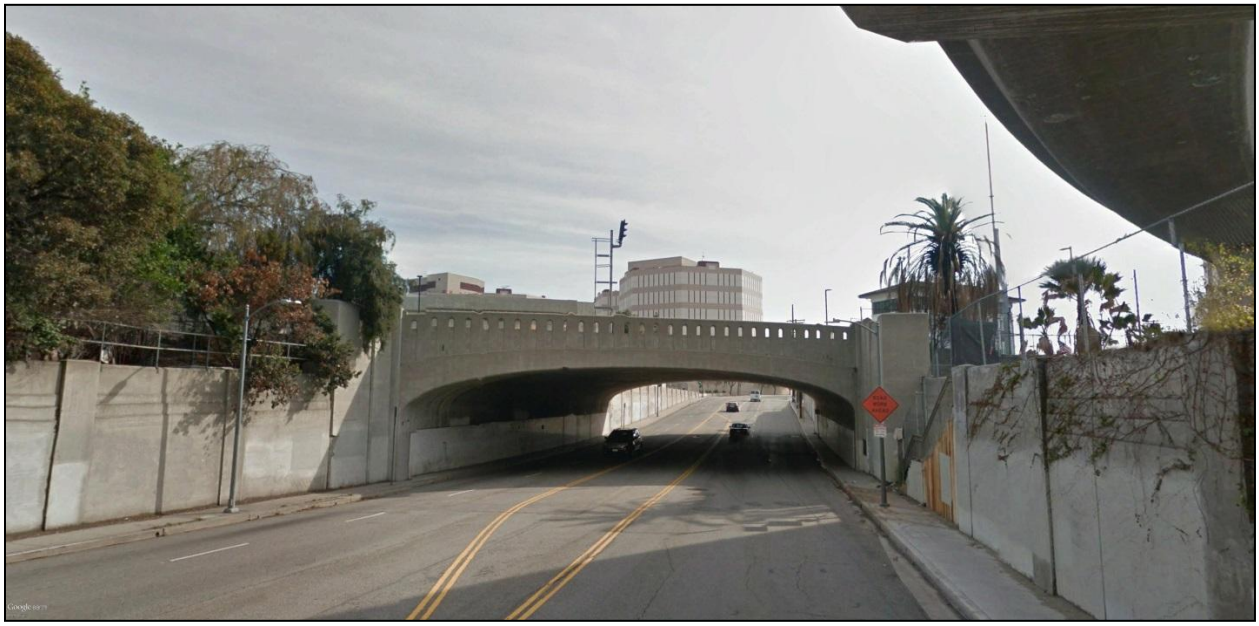


Figure 5-58. Vignes Avenue, Visual Simulation of Post-Project Conditions with the Build Alternative (View Looking East)



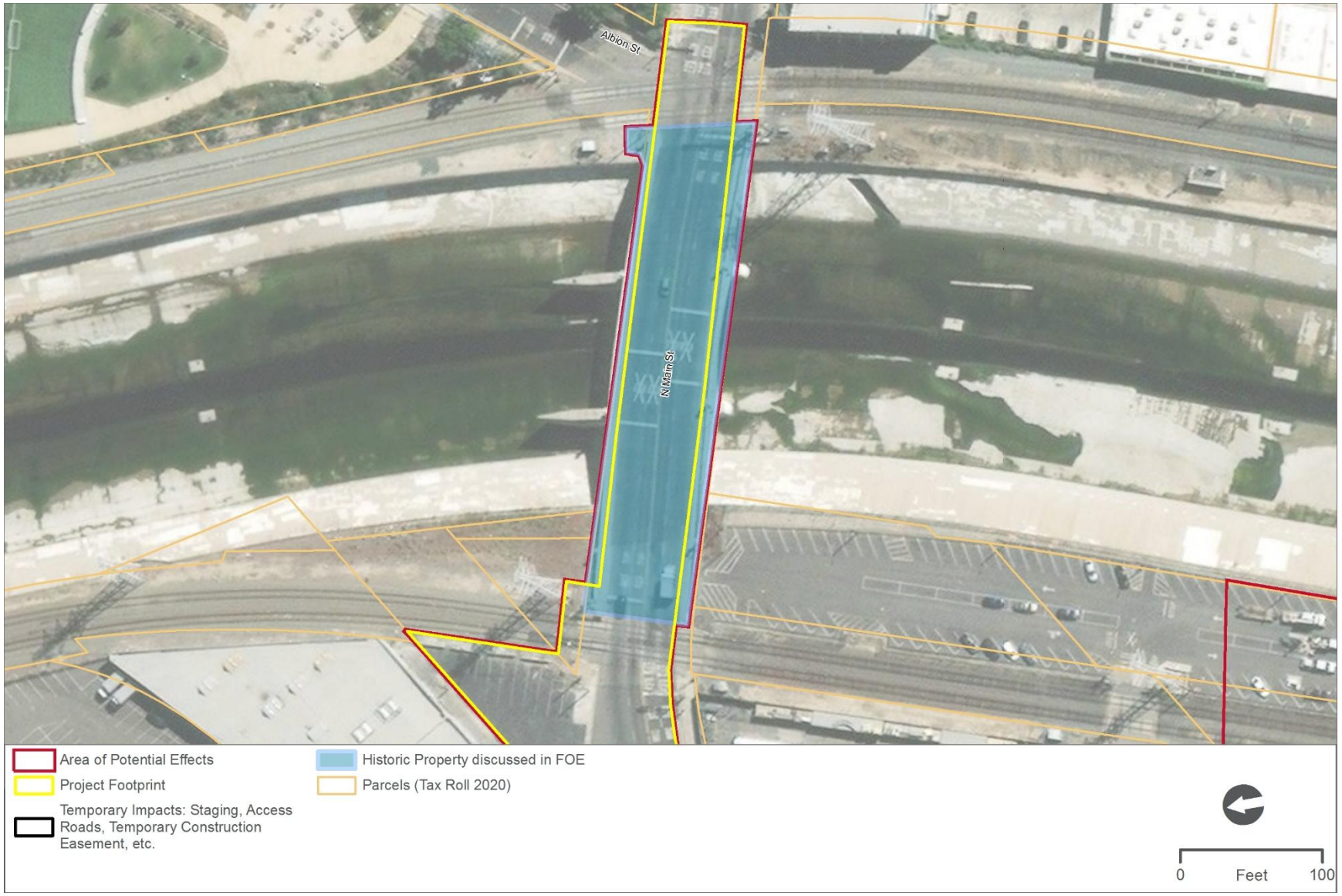
North Main Street Bridge

The Build Alternative includes safety improvements at the western end of the North Main Street Bridge location (Figure 5-59) that include: new sidewalks and curb ramps for ADA access; wire mesh fence, gates, and hand railings to keep pedestrians within the sidewalk; reconstruction of the northwest and southwest concrete bridge railings and the wing walls supporting the railings due to sidewalk widening to accommodate pedestrian access; modification of the bridge roadway to add a new median (8 inches high, 8 feet wide, and 100 feet in length); and new pavement and restriping of the roadway to accommodate the new median and other safety improvements. Work nearby, but not upon, the North Main Street Bridge includes railroad gate and traffic signal improvements, the addition of a second median to the west of the railroad tracks on Main Street, and reconfiguration of an existing utility manhole to grade (Figure 5-60).

These safety improvements have the potential to cause an adverse effect on the North Main Street Bridge as a historic property. The bridge's wing walls are an important character-defining feature, and there is no historic period precedent for a median upon its decking where the new median would be constructed. The most applicable example of Section 106 adverse effects would be 36 CFR § 800.5(a)(2)(ii), which states "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."

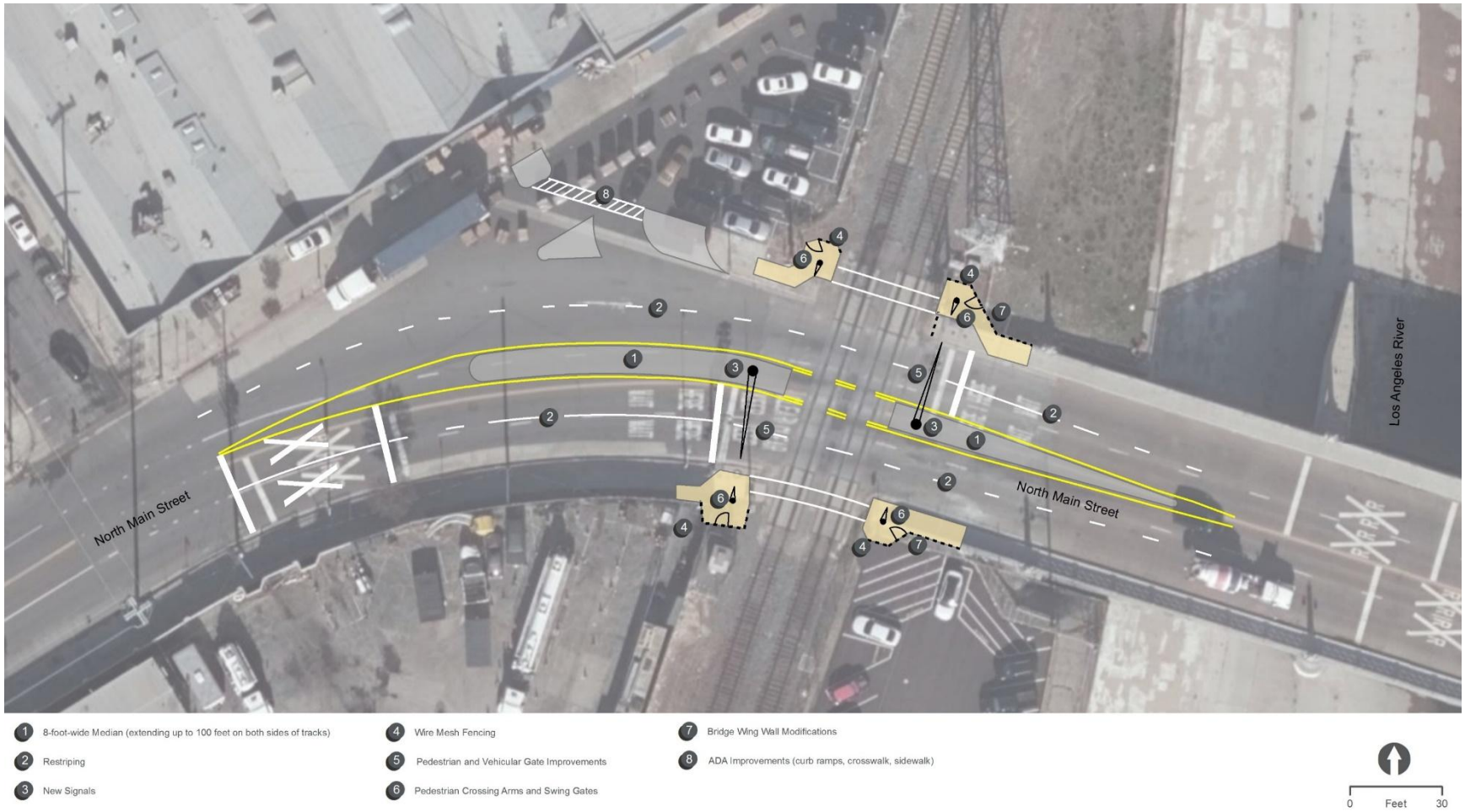
Therefore, CHSRA proposes that the undertaking would result in an adverse effect on North Main Street Bridge.

Figure 5-59. North Main Street Bridge Historic Property Boundary and the Build Alternative



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Figure 5-60. Safety Improvements at the Main Street At-Grade Public Crossing



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5.4 Conditions Proposed to Avoid, Minimize, or Mitigate Adverse Effects

It is anticipated that, in consultation with SHPO, Native American tribes, and other consulting parties, adverse effects would be resolved through an MOA per Section 106 regulations at 36 CFR § 800.6(c). The MOA would include a program to avoid, minimize, or mitigate adverse effects on Los Angeles Union Passenger Terminal, Vignes Street Undercrossing, and the North Main Street Bridge through development of a Built Environment Treatment Plan.

Appendix E contains proposed draft measures to avoid, minimize, or mitigate adverse effects the undertaking may have on these resources. These proposed draft measures include all of the provisions of the mitigation measures included in the Mitigation Monitoring and Reporting Program adopted by Metro in the Link US Final Environmental Impact Report (certified in 2019) but are updated to reflect the Section 106 nexus of the Project. The proposed draft measures have been provided as a starting point for discussion with Section 106 consulting parties, with updates to certain measures to reflect input from comments received in June and July 2023. Measures to resolve adverse effects on built environment resources would be fully developed through further consultation with consulting parties and SHPO and memorialized in an MOA.

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6.0 Design Variations Considered to Avoid, Reduce, or Minimize Effects on Historic Properties

CHSRA has considered alternate design concepts that would avoid, reduce, or minimize adverse effects on historic properties. The impacts discussed in this *Link US Finding of Effect Report* are based on preliminary design of proposed infrastructure improvements and all descriptions, renderings, or visualizations are conceptual. Therefore, additional avoidance, reduction, or minimization of effects on historic properties may be achieved as Project design progresses.

The alternatives considered have evolved during Project planning and development since 2016, and have been developed as a result of substantial public, agency, and stakeholder feedback (including Section 106 Consulting Parties) received during the initial Link US Project joint EIS/EIR process (not completed), the Link US Project standalone EIR process (completed June 2019), CHSRA's environmental processes for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections of the planned HSR system (Burbank to Los Angeles EIR/EIS completed March 2022), and the Link US Project standalone EIS process (in progress). An alternatives evaluation memorandum has been prepared that is included as an appendix to the Environmental Impact Statement/Supplemental Environmental Impact Report currently under preparation.

To date, the refinement of alternatives has resulted in the avoidance, reduction, or minimization of impacts to four historic properties, as discussed below.

6.1 Archaeological Site CA-LAN-1575/H

Concourse Segment: Previous concourse concepts below the rail yard were proposed that were up to 300 feet wide and had a greater potential to result in impacts to intact deposits related to archaeological site CA-LAN-1575/H. With the rejection of concourse concepts with a wider configuration due to increased costs for construction paired with the increased potential for environmental impacts (including archaeological resources), the current 140-foot-wide expanded passageway reduces potential impacts to intact archaeological deposits.

Run-Through Segment: Multiple track alignment alternatives with a loop track were considered and rejected over the current run-through track alignment as part of the Build Alternative in which the run-through tracks are supported on a common embankment structure from Vignes Street to Center Street. The embankment requires a minimal depth of excavation during construction as opposed to additional piles and bents required for other alignment alternatives with loop track. Additionally, the loop track alternatives require lowering Center Street and realignment of Commercial Street in an area of extremely high archaeological sensitivity. Therefore, the rejection of alternatives with significantly greater ground disturbance reduces impacts to potentially intact archaeological deposits.

6.2 United States Post Office Los Angeles Terminal Annex

Multiple track alignment alternatives were considered that included platforms that were 1,420 feet long to accommodate longer HSR trains at LAUS. The increased length of these platforms would have required right-of-way acquisition near LAUS and would have impacted the rear of the Terminal Annex building. In the fall of 2017, Metro, CHSRA, Metrolink, and other Link US stakeholders agreed that the HSR platforms at LAUS could be shortened from 1,420 feet to 870 feet, thus avoiding impacts to this historic property.

6.3 William Mead Homes

Multiple track alignment alternatives were previously considered that included two dedicated tracks in the throat segment north of LAUS that were only for the use of HSR trains. The track alignment alternatives with dedicated lead tracks include seven lead tracks in the throat and require permanent ROW encroachment at the rear of the William Mead Homes property. In the fall of 2017, Metro, CHSRA, Metrolink, and other Link US stakeholders agreed that regional/intercity rail trains and HSR trains could operate on common rail infrastructure, eliminating the need for dedicated tracks. Track alignment alternatives with shared lead tracks, such as the Build Alternative, avoid permanent impacts to the William Mead Homes property. Additional design modifications to further reduce temporary and visual impacts to William Mead Homes by shifting Project components away from the property were considered but determined to be infeasible due to the narrow width of the throat in this area and the presence of the Men's Central Jail immediately abutting the rail ROW on the opposite side of the tracks.

6.4 Los Angeles Union Passenger Terminal

An above-grade concourse concept was considered that included an elevated component roughly 90 feet above the grade of the existing passageway, which would have resulted in a substantial visual impact to the historic Los Angeles Union Passenger Terminal. The above-grade concourse was rejected from further consideration since the concept did not maintain or improve passenger transfer times or align with community preferences, including those of Section 106 consulting parties.

Additional design options for avoiding impacts to key character-defining features of LAUS were considered, including the preservation or reconstruction of the existing pedestrian passageway, the Cesar Chavez Avenue Undercrossing, rail yard platforms, and butterfly shed canopies, as described below.

***Retention of Existing Pedestrian Passageway*:** One aspect of the purpose and need is the ability to increase passenger capacity at LAUS. Much of the capacity limitation inherent to the existing pedestrian passageway is a result of its narrow width and the existing ramps and stairways that vertically connect the pedestrian passageway (and east and west portals) with the platforms and rail yard above. To meet required standards, including but not limited to ADA

requirements, and to improve pedestrian access to the platforms while accommodating projected passenger movement through LAUS, increased passenger capacity with new VCEs, such as stairways, escalators, and elevators, are required. To retain, or at least partially preserve, the existing pedestrian passageway the following design variations were considered:

- **Maintain Pedestrian Passageway Concept** – To preserve the pedestrian passageway in place, the existing ramps and stairs would need to be reconstructed to serve the new raised and widened platforms. The platforms must be raised to accommodate the run-through tracks and widened because the existing platforms are too narrow to accommodate ADA requirements and provide adequate access for luggage carts. To preserve the existing passageway, the platforms would only be served by stairs and ramps (resembling the current condition), thereby precluding the addition of modern VCEs such as elevators or escalators. This design variation was rejected because it does not add capacity, meet egress and safety requirements, enhance ADA accessibility, improve baggage handling, separate public and back-of-house spaces, and improve passenger transfer times.
- **Widened Concourse Concept (Parallel Pedestrian Tunnels)** – The construction of parallel tunnels adjacent to the existing pedestrian passageway by maintaining the ceiling, floor, and portals (at least 7 feet wide) in the current configuration was considered. Under this concept, the pedestrian passageway would be partially preserved. The existing ramps and stairs would be demolished to create adjacent passageways that run parallel to the existing passageway. The stairs and ramps south of the pedestrian passageway postdate 1988 and are not character-defining features of LAUS, but the ramps to the north are considered contributing elements. The platforms would be shifted and widened for increased passenger and rail capacity and proper VCEs.

  This design variation was rejected because it does not meet egress and safety requirements, enhance ADA accessibility, improve baggage handling, separate public and back-of-house spaces, and improve passenger transfer times.

***Preserved Undercrossing at Cesar Chavez Avenue and Vignes Street with New Bridges*:** Design variations were explored that preserve both the Cesar Chavez Avenue and Vignes Street Undercrossings in place and construct new bridges crossing over the existing structures to improve their structural loading capacity (existing load rating is Cooper E-47.3 at Cesar Chavez and Cooper E-50 at Vignes Street, and both need to meet proposed loads for Cooper E-60). In preserving the existing structures in place while building new superstructures over them, the ability to inspect the new superstructure would be impaired. This would be incompatible with the American Railway Engineering and Maintenance-of-Way standards and would produce a confined space hazard for inspection.

Metro follows specific rail design criteria and codes that govern all matters pertaining to the design of Metro-owned facilities, including bridges. The design life objective for new permanent bridges is 100 years. The existing bridges were constructed in 1937 and are nearing the end of (and have possibly exceeded) their design service life—that is, the forecasted life expectancy which may vary based on design that includes a combination of material strengths, fatigue, factors of safety,

etc. Current Metrolink inspection reports have indicated various locations on the existing Cesar Chavez and Vignes Street structures where concrete spalling and efflorescence from water leaking is apparent at many of the joints, and the bridges would continue to deteriorate over time. Additionally, the bridges do not meet current seismic design standards. Finally, this design variation would result in new adverse visual effects upon the existing bridge structures by introducing a new bridge superstructure above them. Therefore, design variations maintaining the existing structure were rejected.

***Partial Preservation of Undercrossing at Cesar Chavez Avenue and Vignes Street*:** As part of design variations considered, rehabilitation options that preserve significant features of the structure, such as the abutments and approach walls on the east and west side, were considered. The replacement bridges at both locations are proposed to be wider than the existing bridge in order to not preclude future roadway improvements pursuant to the City of Los Angeles *Mobility Plan 2035*. However, rehabilitation options can be considered as design advances beyond current concepts. To this end, the proposed draft mitigation measures included in Appendix E of this *Link US ~~Draft~~ Final Finding of Effect Report* include provisions for the development of design plans for the replacement of these structures that are compatible with the historic character of LAUS, including assessing the feasibility of rehabilitation options that preserve historically significant portions of these structures as design progresses.

Retention of the Existing Butterfly Shed Canopies (At Existing Grade): As documented in the Final EIR/EIS prepared for the Run-Through Tracks Project in 2005, at that time, the effects on the existing rail yard platforms were primarily limited to gradually elevating the through tracks as they approached the south end of the platform, similar to the way the existing Gold Line tracks are elevated as they approach US-101. As part of the previous project, the concrete platforms were not proposed to be widened, elevated, or demolished and the butterfly shed canopies would have been feasibly relocated and reinstalled on the platforms instead of being demolished. SHPO concurred with FRA's Section 106 finding of no adverse effect from 2005. These conditions no longer apply to the Build Alternative based on the need to elevate the run-through tracks above the minimum clearance height for the El Monte Busway (16.5 feet) and widen the platforms to meet current ADA and rail operator requirements.

In this context, CHSRA has concluded that in order to meet projected increases in passenger movement through LAUS while adhering to ADA requirements, the existing platforms and butterfly shed canopies would need to be removed and replaced. Based on new longer and wider platforms, the existing butterfly shed canopies would be too narrow to perform their historic function (protection from sun and inclement weather) effectively or safely. Additionally, reuse of the existing butterfly shed canopies on the new, widened platforms would be spatially out of place and unable to represent their period of significance. For these reasons, retention of the existing butterfly shed canopies is not feasible, and this design variation was rejected.

7.0 Conclusion

CHSRA applied the criteria of adverse effect (36 CFR § 800.5) to determine the effects of the undertaking on the historic properties in the APE. Based on the analysis, the undertaking would result in the following findings:

- No effect on five viaducts over the Los Angeles River.
- No adverse effect on nine historic properties (LADWP Main Street Center, Mission Tower, William Mead Homes, United States Post Office Los Angeles Terminal Annex, Macy Street School, Los Angeles Plaza Historic District, Denny's Restaurant, Kelite Factory Plant No. 1, and Solar Manufacturing Corporation Building).
- An adverse effect on four historic properties (archaeological site CA-LAN-1575/H, the Los Angeles Union Passenger Terminal, Vignes Street Undercrossing, and the North Main Street Bridge).

Regarding the No Action Alternative, there would be no effect on historic properties if the undertaking is not implemented.

CHSRA is continuing consultation with SHPO and consulting parties to resolve adverse effects pursuant to 36 CFR § 800.6. Appendix E contains draft measures proposed to avoid, minimize, or mitigate adverse effects the undertaking may have on the four historic properties above. These proposed draft measures include all of the provisions of the mitigation measures of the Mitigation Monitoring and Reporting Program adopted by Metro in the Link US Final Environmental Impact Report (certified in 2019) but are updated to reflect the Section 106 nexus of the Project. The proposed draft measures are provided as a starting point for discussion with Section 106 consulting parties. Measures to resolve adverse effects would be fully developed through further consultation with consulting parties and the SHPO and memorialized in an MOA.

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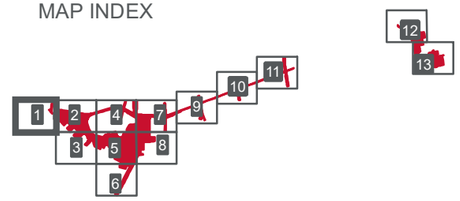
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Appendix A:
Updated Area of Potential Effects Map

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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 15 North Main Street Bridge (Bridge # 53C 1010)

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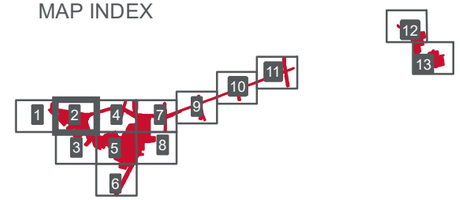
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MAP INDEX



LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 4 Los Angeles Department of Water and Power - Main Street Center (1630 Main Street)
- 5 William Mead Homes (1300 Cardinal Street)
- 6 Mission Tower (1436 Alhambra Avenue)

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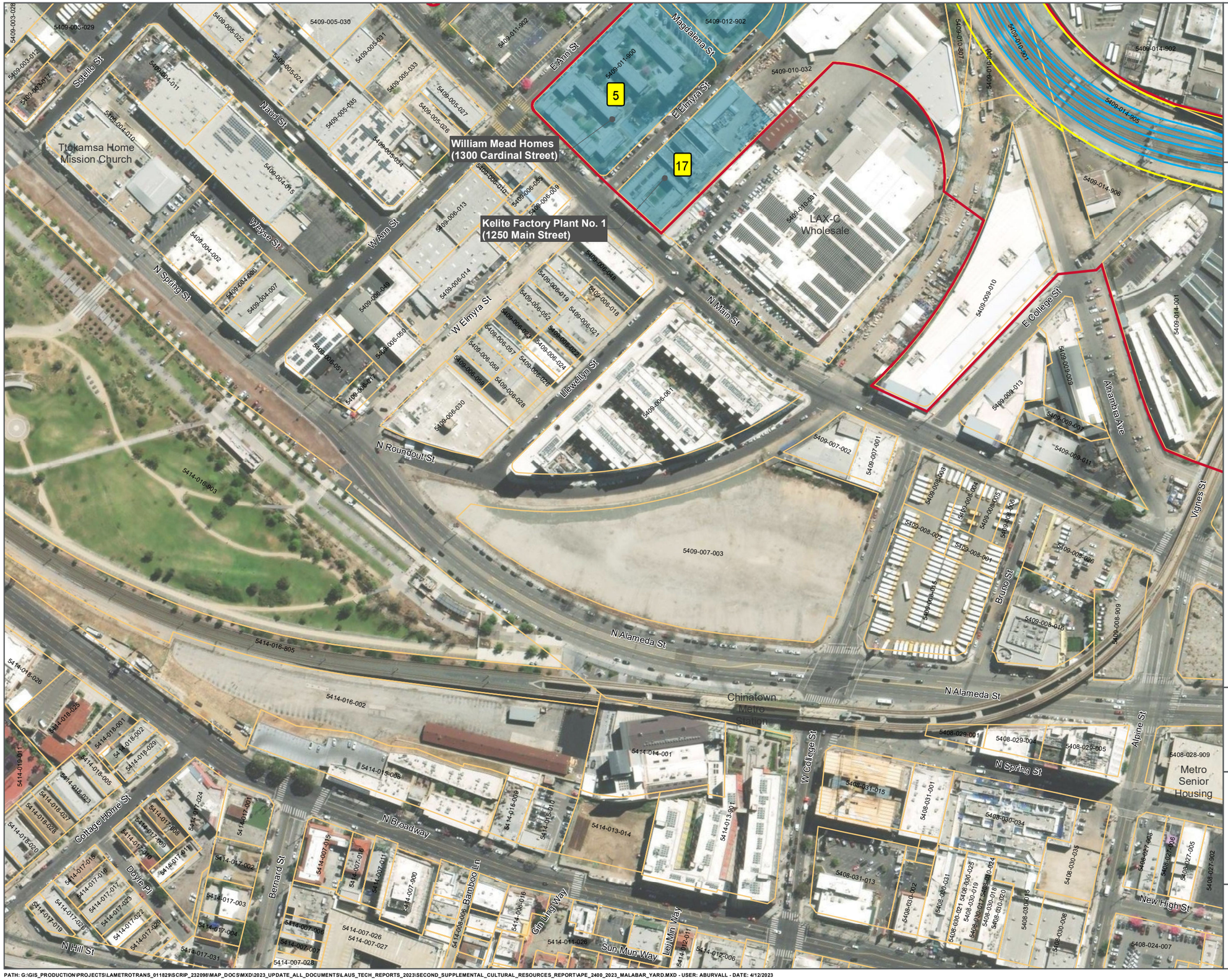
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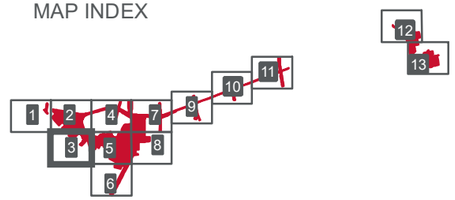
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 5 — William Mead Homes (1300 Cardinal Street)
- 17 — Kelite Factory Plant No. 1 (1250 Main Street)

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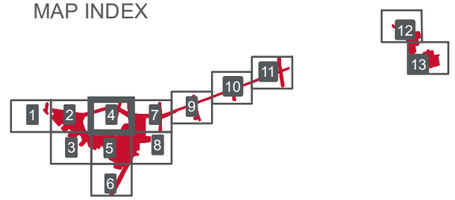
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 7 — Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge # 53C 0130)
- 13 — Macy Street School (900 Avila Street, 505 Clara Street)
- 14 — Denny's Restaurant (530 Ramirez Street)

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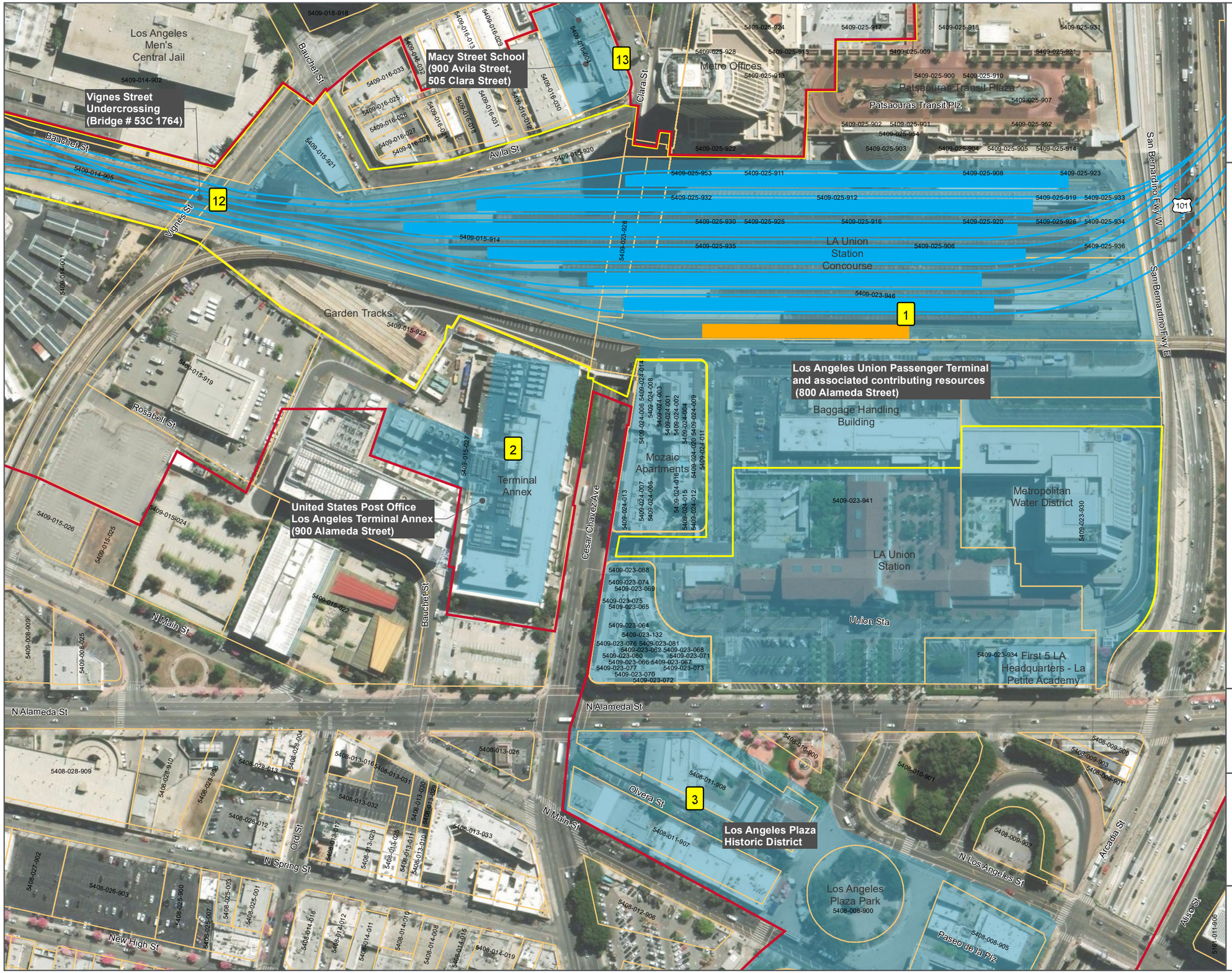
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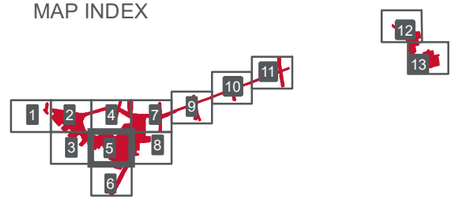
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- Gold Line Platform
- Regional/Intercity Rail Platform

1 Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street)

2 United States Post Office Los Angeles Terminal Annex (900 Alameda Street)

3 Los Angeles Plaza Historic

12 Vignes Street Undercrossing (Bridge # 53C 1764)

13 Macy Street School (900 Avila Street, 505 Clara Street)

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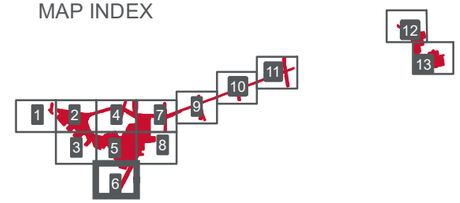
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 3 Los Angeles Plaza Historic

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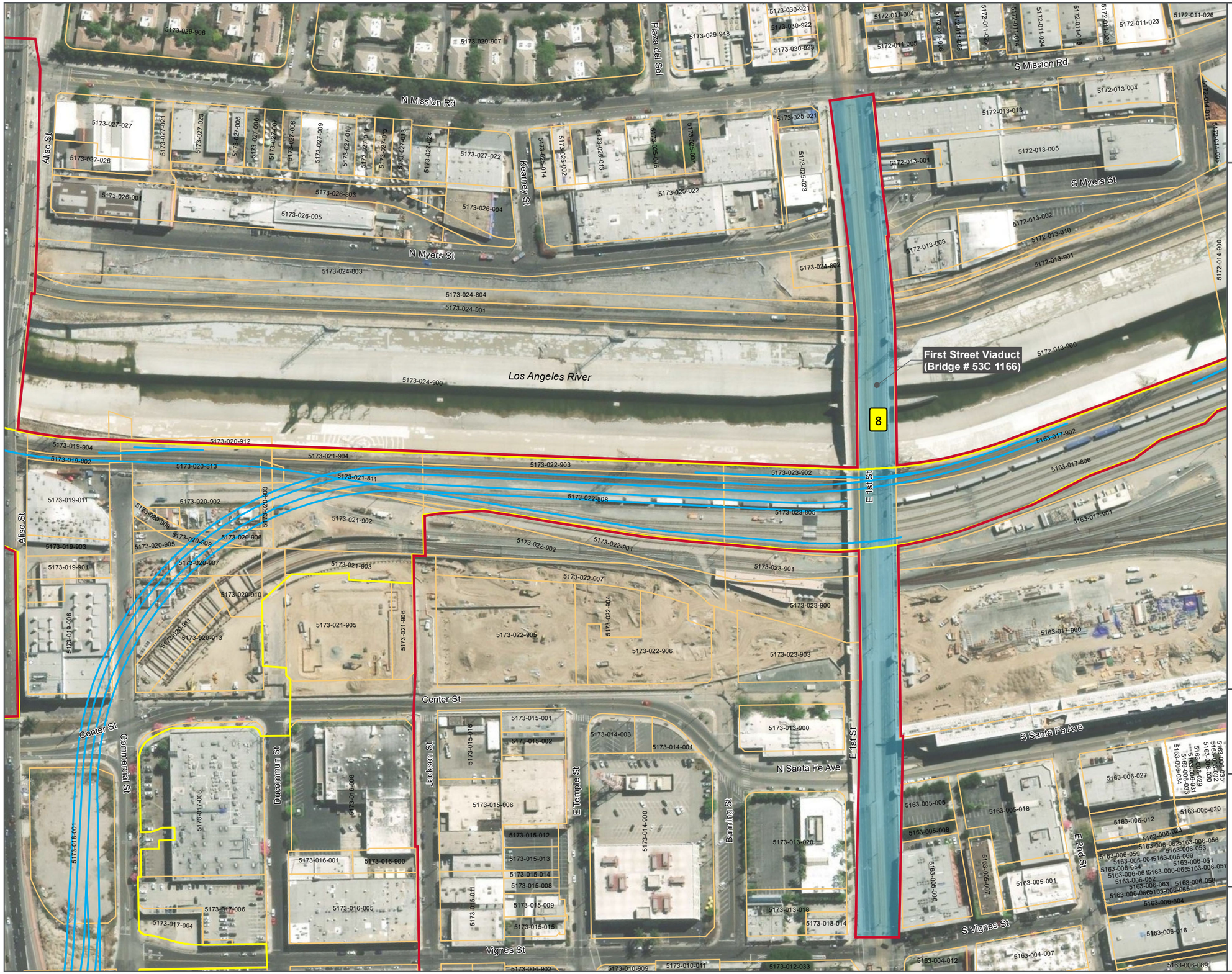
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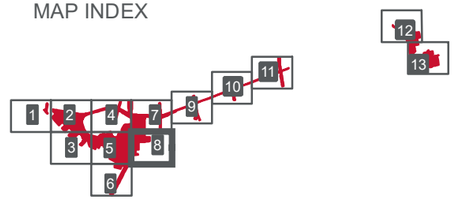
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N Mission Rd
S Mission Rd
N Myers St
S Myers St
Center St
N Santa Fe Ave
S Santa Fe Ave
Vignes St
S Vignes St
Alameda St
Alameda St
Alameda



MAP INDEX



LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track

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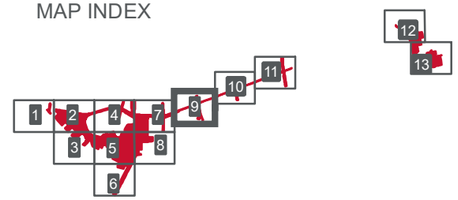
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 9 Fourth Street Viaduct (Bridge # 53C 0044)

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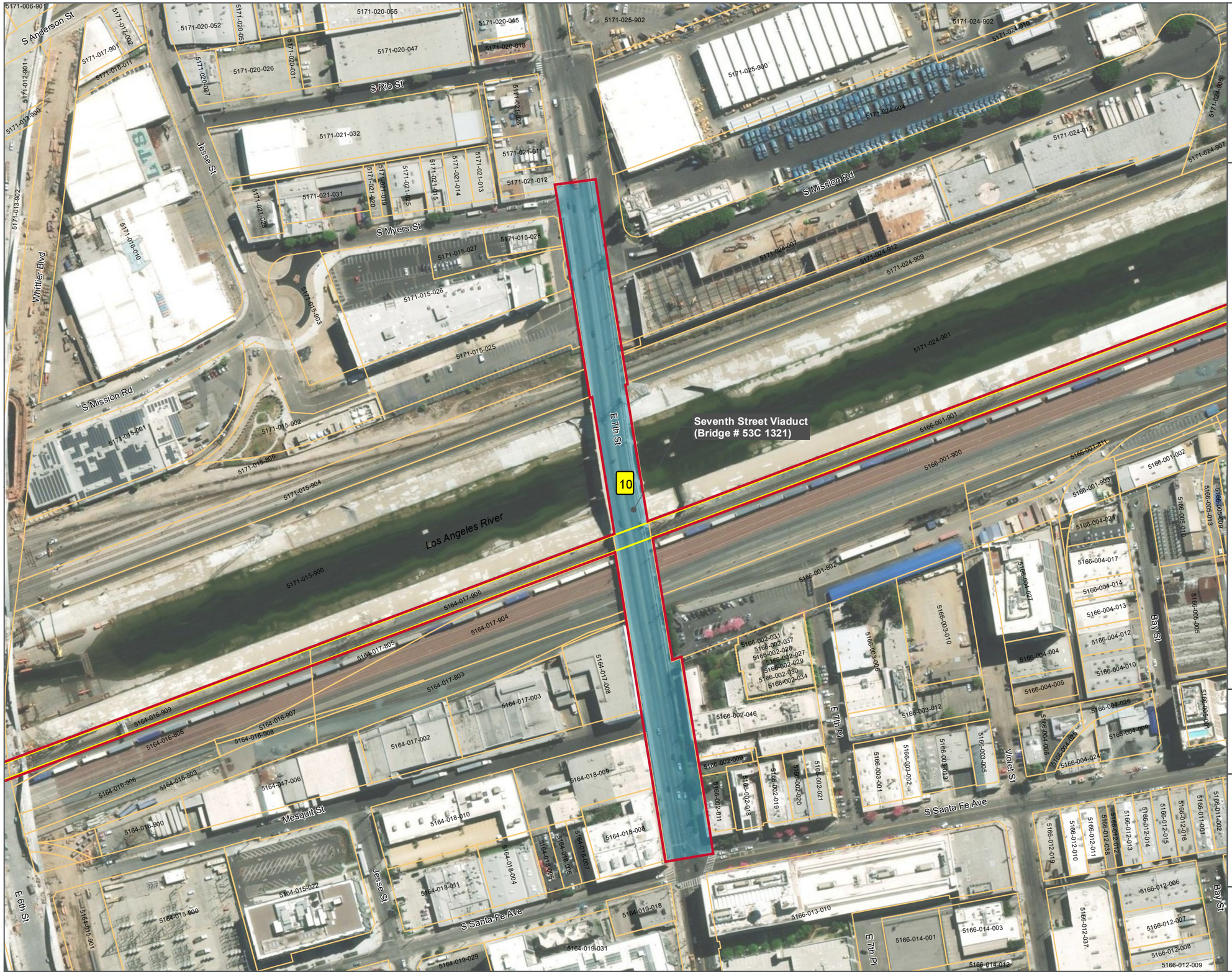
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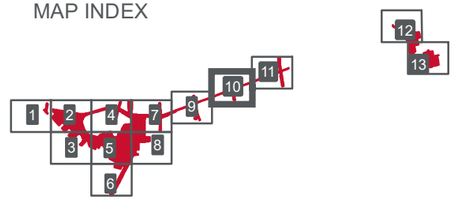
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 10 Seventh Street Viaduct (Bridge # 53C 1321)

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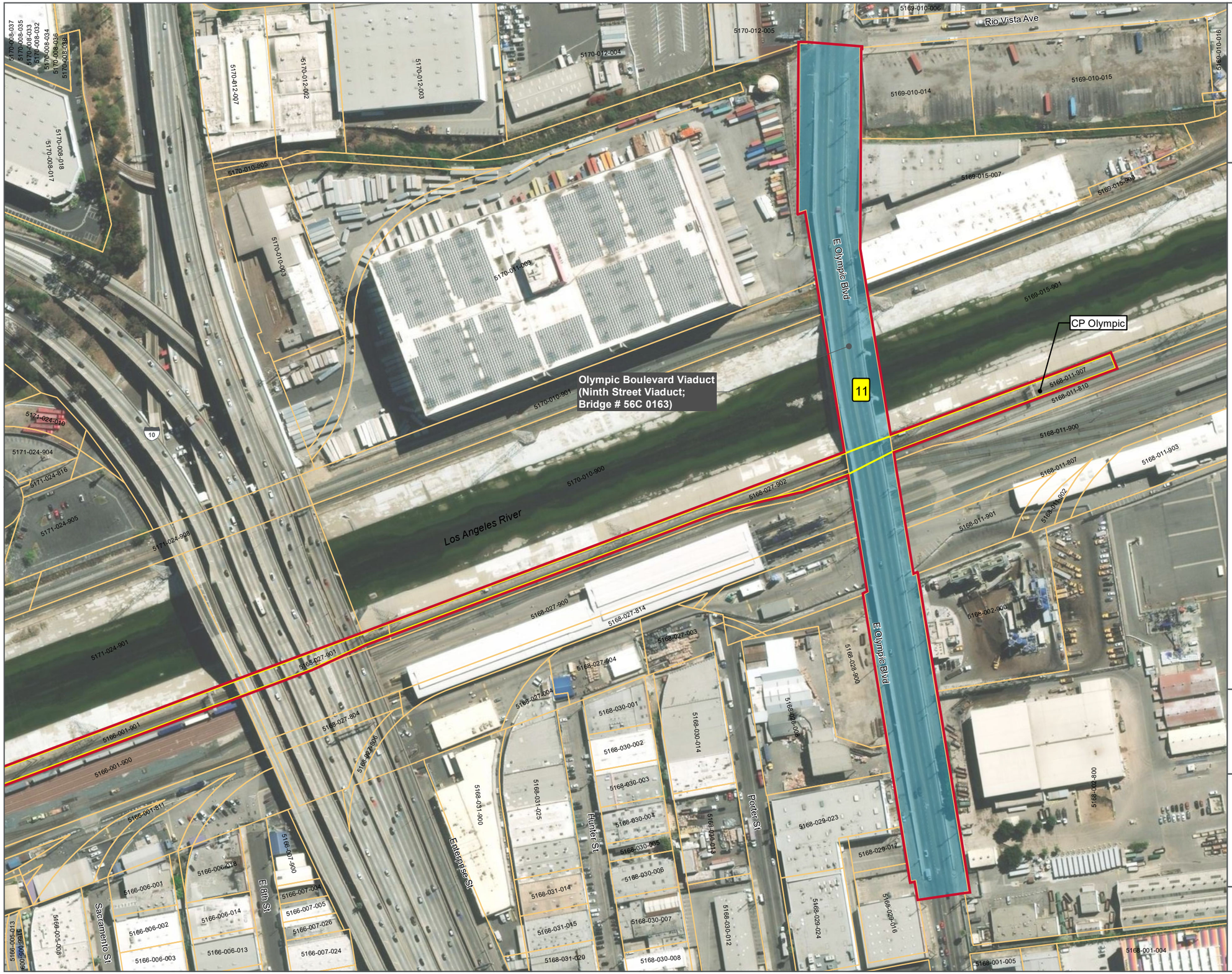
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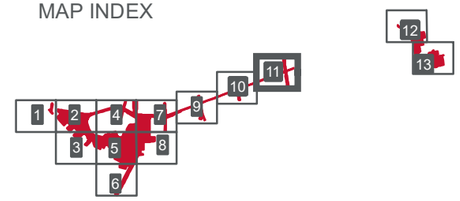
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 11 — Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge # 56C 0163)

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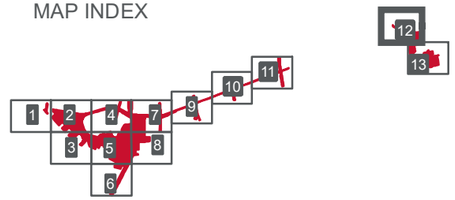
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LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed New Track
- 16 — Solar Manufacturing Corporation Building (4553 Seville Avenue)

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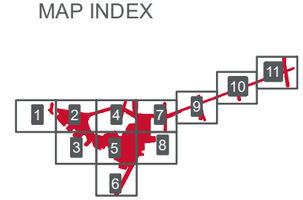
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MAP INDEX



LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed New Track

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Appendix B: State Historic Preservation Officer Concurrence Letters on Link Union Station Historic Property Survey Report (2018) and Supplemental Cultural Resource Report (2020)

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State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 10, 2021

VIA EMAIL

In reply refer to: FHWA_2016_0810_001

Mr. Brett Rushing, Cultural Resources Program Manager
California High-Speed Rail Authority
707 L Street, Suite 620
Sacramento, CA 05814

Subject: Revisions to the Area of Potential Effect (APE), Determinations of Eligibility, and NEPA Assignment Change for the Link Union Station Project, Los Angeles County, California

Dear Mr. Rushing:

The California High-Speed Rail Authority (Authority) and the Los Angeles County Metropolitan Transportation Authority (Metro) are 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 Link Union Station (Link US) Project (Project). Your letter of December 7, 2020 informs the SHPO of a change in NEPA assignment for the Project, from the Federal Railroad Administration (FRA) to the Authority. In addition, the Authority is requesting concurrence on revisions to the Area of Potential Effects (APE) and on the new determinations of eligibility that have been completed for this Project pursuant to 36 CFR 800.4.

As part of its effort to identify historic properties the Authority identified the three following properties and determined that they are not eligible for the National Register of Historic Places (NRHP) either individually or as part of a historic district:

- a historic “wigwag” crossing signal located at the south shoulder of 49th Street, immediately west of Malabar Yard
- 4535 Soto Street, Vernon
- 4824 Santa Fe Avenue, Vernon

Based on review of the submitted documentation, I have the following comments:

- The APE as currently delineated appears adequate.
- Identification efforts conducted to date appear adequate.
- I concur with the foregoing determinations of eligibility.
- If there are additional changes to the APE, the Authority may have additional responsibilities in the future.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov .

Sincerely,



Julianne Polanco
State Historic Preservation Officer

State of California • Natural Resources Agency Edmund G. Brown Jr., *Governor*

DEPARTMENT OF PARKS AND RECREATION Lisa Ann L. Mangat, *Director*
OFFICE OF HISTORIC PRESERVATION

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

September 27, 2018

Reply in Reference To: FRA_2016_0810_001

Ms. Katherine Zeringue, Federal Preservation Officer
Environment and Systems Planning Division
US Department of Transportation, Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Continuing Section 106 Consultation for the Link Union Station Project, Los Angeles, California

Dear Ms. Zeringue:

On August 2, 2018, the Office of Historic Preservation (OHP) received a letter from the U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking in compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 470f), as amended, and its implementing regulations 36 CFR 800. The *Link Station Historic Properties Survey Report Package* was included with FRA's letter. On September 10, 2018, the OHP received an additional letter further clarifying eligibility determinations for the project.

The FRA and Los Angeles County Metropolitan Transportation Authority (Metro) are proposing Link US to transform the LAUS from a "sub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. A No Action/No Build Alternative and potentially up to four Build Alternatives are currently being considered. High Speed Rail (HSR) is considered a related undertaking to Link US and therefore the physical improvements to accommodate potential HSR service at LAUS within the current area of potential effects (APE) will be evaluated for Section 106 purposes for this undertaking.

The FRA has determined and documented one APE that encompasses both an archaeological and architectural APE. The archaeological APE has been delineated to encompass any ground area that will be disturbed by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. The vertical APE includes varying depths of that range from 3 feet to 100 feet below surface. The architectural APE includes any nearby parcels containing resources sensitive to permanent visual effects or to noise and vibration effects.

Additional properties that may be directly affected as a result of proposed changes and additions to the undertaking have also been included within the APE.
The FRA previously consulted with the SHPO regarding the APE. The FRA is currently consulting with the SHPO regarding the FRA's efforts to appropriately identify historic properties within the APE.

The FRA has evaluated the following properties according to the National Register of Historic Places (NRHP) criteria and has determined that the following properties are eligible for the NRHP for the following reasons:

- **CA-LAN-1575/H** is eligible for listing on the NRHP under Criterion D because it has yielded and is likely to yield further archaeological data that can address pertinent research themes related to the prehistoric/historic Native American Period (A.D. 1000-1848) and the American Period-Historic Los Angeles Chinatown (1850-1971).
- **Macy Street School**, located at 900 N Avila Street in Los Angeles, is eligible at the local level of significance under Criteria A and B, with the period of significance being 1915 to 1930, which is related to the tenure of School Principal Nora Sterry. The property is historically significant for its associations with the turn-of-the-century Progressive movement in education, and for its associations with Principal Nora Sterry, a noted progressive in the history of Los Angeles education.
- **Vignes Street Undercrossing** (Bridge #53C 1764) was constructed as part of Los Angeles Union Station (LAUS) and is located at the north edge of that property's NRHP boundary. The Vignes Street Undercrossing contributes to the LAUS and is eligible under Criterion A at the local level of significance in the areas of transportation and transportation planning. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of the LAUS. The undercrossing is 0.2 miles northwest of Cesar Chavez Avenue. Vignes Street forms the northern boundary of the LAUS National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary.
- **Denny's Restaurant**, located at 530 E Ramirez Street in Los Angeles, is eligible for the NRHP at the local level of significance under Criterion C as an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray based on the Armet & Davis prototype design from 1958. The period of significance is 1965.

The FRA has also determined that the following properties are not eligible for the NRHP:

- Gonzalez Candle Shop, 940 N Avila Street, Los Angeles, CA
- Interstate Rubber Company, 908 N Avila Street, Los Angeles, CA
- US 101 Slot (Santa Ana Freeway), PM 1.3 to PM 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, CA
- American Warehouse and Realty Company, 430 Commercial Street, Los Angeles, CA
- Maier Brewing Company, 620 Commercial Street, Los Angeles, CA

- Friedman Bag Company, Polyethylene Division, North Building, 711 Ducommun Street, Los Angeles, CA
- Friedman Bag Company, Polyethylene Division, South Building, 706 Ducommun Street, Los Angeles, CA
- Manley Oil Company/Southern California Gas Company, 410 Center Street, Los Angeles, CA

Based on review of the submitted documentation, I concur with the foregoing determinations.

The FRA has submitted documentation supporting the FRA's efforts to consult with the Native American Heritage Commission (NAHC) and the Native American tribes, groups and individuals listed on the NAHC contact list. The FRA has been in active consultation with the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation (Kizh Nation), and the Tongva Ancestral Territorial Tribal Nation. Consulting tribes have provided comments and information that have contributed to the FRA's CA-LAN-1575/H evaluation according to the NRHP criteria. To date, the FRA has not received comments from any consulting Native American tribe, group, or individual that CA-LAN-1575/H has cultural values other than those associated with NRHP Criterion D (data potential).

The FRA has also submitted documentation supporting FRA's efforts to consult with other interested parties who might have interest in the project. These efforts are documented in Attachment E of the Historic Property Survey Report.

The FRA will continue consultation with the SHPO on the assessment of adverse effects as a result of this undertaking. If you require further information, please contact State Historian, Natalie Lindquist at 916-445-7014 or at Natalie.Lindquist@parks.ca.gov or Associate State Archaeologist Alicia Perez at 916-445-7020 or Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix C:
Section 106 Consultation

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Consulting Party	Individual Contacted	Date and Communication
Native American Tribes		
Gabrieleño Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson John Torres, Tribal Archaeologist	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/22/2023** Mr. Torres replied by email that he had reviewed the report and stated that the Kizh Nation has no specific concerns regarding its contents.
Gabrielino/Tongva Nation	Sam Dunlap, Cultural Resources Director	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/5/2023** Mr. Dunlap stated by phone that, after reviewing the documentation provided, the Gabrielino/Tongva Nation has no specific concerns regarding the contents of the report and wishes to continue being involved in mitigation monitoring measures for any future construction activities.
Public Agencies		
California Department of Transportation (Caltrans)	Caprice “Kip” Harper, Environmental Scientist	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/4/2023** Caltrans provided the following comments in a memorandum submitted via email: • Caltrans requested to be kept informed about the outcome of consultation with Native American Tribes. • Caltrans provided a copy of an interim monitoring report for the Los Angeles Department of Transportation Bus Maintenance and Compressed Natural Gas Fueling Facility Project detailing the discovery of Native American burials during utility trenching along Commercial Street and their subsequent reinterment.

Consulting Party	Individual Contacted	Date and Communication
		• Caltrans requested confirmation that the expanded boundary of archaeological site CA-LAN-1575/H encompasses a parcel that would be acquired for the Project from Caltrans right-of-way on the south side of US-101, at the eastbound on-ramp from Commercial Street. The parcel in question would require a covenant to be negotiated between consulting Tribes, Caltrans, Metro, and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California Public Resources Code to the new owner. **5/5/2023** HDR replied by email confirming that the parcel in question is included in the site boundary of CA-LAN-1575/H and that the Second Supplemental Cultural Resource Report would be revised to include a summary of the monitoring report provided by Caltrans.
City of Los Angeles Office of Historic Resources (OHR)	Ken Bernstein, Principal City Planner	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/11/2023** OHR replied by email that it has reviewed the report and has no comments.
Housing Authority of the City of Los Angeles (HACLA)	Marisela Ocampo, Director of Housing Services Kelly Ta, Construction Project Assistant	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/8/2023** HACLA sent an email asking for clarification regarding project activities and potential impacts to the William Mead Homes property and requested confirmation that the National Register of Historic Places eligibility status of William Mead Homes is accurately reflected in Project documentation. **5/10/2023** HDR replied via email providing information about Project activities near William Mead Homes and confirming that the property's eligibility status is reflected in Project documentation.

Consulting Party	Individual Contacted	Date and Communication
		5/10/2023 HACLA sent an email thanking HDR for the reply and stating that it looked forward to meeting once the Project's Finding of Effect is circulated to consulting parties.
City of Vernon	Daniel Wall, Director of Public Works	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/10/2023** Mr. Wall stated by phone that he had reviewed the report and that the City of Vernon has no comments.
Organizations		
Los Angeles Union Station Historical Society (LAUSHS)	Tom Savio, Executive Director	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **5/5/2023** Mr. Savio stated by phone that he had reviewed the report and that LAUSHS has no comments regarding its contents. He voiced objections to the design of the Project and other proposed projects at or near LAUS. He stated that he wants the LAUS building saved and protected, and that he has no objections regarding the High-Speed Rail program.
Train Riders Association of California (TRAC)	David Schonbrunn	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **4/26/2023** TRAC replied by email stating that it believes the Cesar Chavez Avenue Viaduct to be historically significant and that the costs to replace it would be exorbitant. TRAC had no comments regarding the contents of the report. **4/26/2023** HDR replied by email thanking TRAC for its comments and stating that TRAC's concerns would be considered in the Finding of Effect

Consulting Party	Individual Contacted	Date and Communication
		report and further discussed during consultation meetings regarding that document.
Los Angeles Conservancy	Adrian Fine, Director of Advocacy	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **4/24/2023** HDR called Mr. Fine and left a voice message. **5/5/2023** HDR called Mr. Fine and left a voice message. **5/11/2023** HDR called Mr. Fine and spoke to an administrative assistant, who stated that Mr. Fine was working remotely and forwarded HDR's call to Mr. Fine. HDR left a voice message.
Los Angeles River Artist and Business Association (LARABA)	Yuval Bar-Zemer, President	**4/21/2023** HDR sent an email submitting the Second Supplemental Cultural Resource Report for review and comment. **4/24/2023** HDR called Mr. Bar-Zemer and left a voice message. **5/5/2023** HDR called Mr. Bar-Zemer and left a voice message. **5/11/2023** HDR called Mr. Bar-Zemer and left a voice message.

From: Delu, Nina
Sent: Tuesday, May 23, 2023 11:13 AM
To: Gabrieleno Administration
Cc: ICRM; Levitt, Melissa; MacKinnon, Amy T@HSR; Matt Teutimez.Kizh Gabrieleno; McConnell, Scott; Montez, Carlos; O'Neill, Patrick; Osorio, Mario; Rothenberg, Scott@HSR; Rushing, Brett@HSR; Volta, Beniamino
Subject: RE: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report

Dear Dr. Torres,

Thank you for providing comments on the Link US *Second Supplemental Cultural Resource Report*. We will include them in our correspondence with the Office of Historic Preservation.

In response to your comments on the brevity of the report and lack of cultural context, the Link US *Second Supplemental Cultural Resource Report* is intended to document the changes to the Link US Project Footprint and provide updates to the identification of historic properties, only as needed, within the Link US APE. The following reports have been sent to Chairman Salas in the past for review and comment:

1. The Link US Historic Property Survey Report (2018)
2. Archaeological Survey Report (2018)
3. Historical Resources Evaluation Report (2018)
4. Supplemental Cultural Resource Report (2020)

These completed reports provide the historic context of the Link US APE, along with the details of historic property identification and evaluation efforts. They received concurrence from SHPO on September 27, 2018, and February 10, 2021.

In the near future, we will be sending out the Link US *Finding of Effect Report* for your review and comment. We hope to set a meeting with you and Chairman Salas to discuss any questions or comments that you have about that document or project.

Thanks again,
Nina Delu

Antonina "Nina" Delu, RPA
Pronouns: she/her/hers
Environmental Services Project Manager

HDR
1851 East First Street, Suite 1400
Santa Ana, CA 92705-4044
M 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Monday, May 22, 2023 11:08 PM
To: Delu, Nina <Nina.Delu@hdrinc.com>
Cc: ICRM <indigenous.crm@gmail.com>; Levitt, Melissa <LevittM@metro.net>; MacKinnon, Amy T@HSR <Amy.MacKinnon@hsr.ca.gov>; Matt Teutimez.Kizh Gabrieleno <matt.teutimez@gmail.com>; McConnell, Scott

<McConnellS@metro.net>; Montez, Carlos <montezc@metro.net>; O'Neill, Patrick <Patrick.Oneill@hdrinc.com>; Osorio, Mario <Mario.Osorio@hdrinc.com>; Rothenberg, Scott@HSR <Scott.Rothenberg@hsr.ca.gov>; Rushing, Brett@HSR <brett.rushing@hsr.ca.gov>; Volta, Beniamino <Beniamino.Volta@hdrinc.com>
Subject: Re: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Nina Delu, Environmental Services Project Manager

I apologize for the delay. it is then end of semester and its been a crazy couple of weeks. I have reviewed the DRAFT Second Supplemental Cultural Resource Report Link Union Station. Here are my comments:

The report is short and it focuses on the build environments and the historic site in the region. Given the many years of development in the Los Angeles basin, that makes sense. I have no serious comments regarding the content of the report other than the lack of it. There is no culture-history section or precontact review sections in the report. It is important to the tribe to acknowledge the important contribution the Kizh People had to the precontact and historic periods of the Los Angeles. Additionally, it is important that the correct terms be used in the report. The tribe prefers Kizh Nation, Gabrieleno People, or even Gabrieleno-speaking People of the LA Basin. Using the term “Tongva” would not be appropriate. Similarly, Chairman Salas would be happy to provide historic context if you wish to meet with him to record it.

Thank you. We appreciate the opportunity to review. We can assist with a culture-history section if you wish. Dr . John Torres

On Fri, Apr 21, 2023 at 3:36 PM Delu, Nina <Nina.Delu@hdrinc.com> wrote:

> Dear Chairman Salas,
>
> The California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are continuing consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 Code of Federal Regulations [CFR] 800) for the Link Union Station Project (Link US Project) in Los Angeles, California. In accordance with the National Environmental Policy Act (NEPA), CHSRA and Metro are currently preparing a Draft Environmental Impact Statement (Draft EIS) for the Link US Project.
>
> CHSRA previously contacted your Tribe in December of 2019 to inform you that, pursuant to 23 United States Code 327, the Federal Railroad Administration (FRA) and the State of California executed a Memorandum of Understanding dated July 23, 2019, in which the State of California, acting through the California State Transportation Agency and CHSRA, assumed FRA’s responsibilities under NEPA and other federal environmental laws for projects necessary for the design, construction, and operation of the California High-Speed Rail (HSR) system, and for other railroad projects directly connected to stations on the California HSR system, including the Link US Project. Since 2019, CHSRA and Metro have refined the design for alternatives considered in the Draft EIS. As a next step in the Section 106 consultation effort, CHSRA is enclosing for your review and comment the Link US Draft Second Supplemental Cultural Resource Report (March 2023) that documents additional efforts to identify historic properties in the area of potential effects (APE) for the Link US Project in accordance with 36 CFR § 800.4. Once the identification phase is complete, the findings of effect for the Link US Project will be assessed in accordance with 36 CFR § 800.5 and will be reported to you under separate cover.

At this time CHSRA requests your review of the Link US Draft Second Supplemental Cultural Resource Report (April 2023) within 10 business days of receipt. The current document, including appendices, is not for public release at this time and should be treated as confidential information. Please see the attached letter from CHSRA for further details.

You can access this document at the following link:  Kizh Nation

If you have any questions, comments about historic properties, or require additional information, please contact Melissa Levitt at Metro (LevittM@metro.net; 213-265-0774) or myself at HDR (Nina.Delu@hdrinc.com; 714-368-5658).

We look forward to continuing Section 106 consultation with your organization regarding the Link US Project.

Thank you,

Nina Delu

Antonina "Nina" Delu, RPA

Pronouns: she/her/hers

Environmental Services Project Manager

HDR

1851 East First Street, Suite 1400
Santa Ana, CA 92705-4044
M 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

--

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area " . "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

California Department of Transportation

DISTRICT 7, DIVISION OF ENVIRONMENTAL PLANNING
100 S. MAIN STREET, SUITE 100, MS-16A
LOS ANGELES, CA 90012
PHONE (213) 897-9016 | FAX (213) 897-0685 TTY 711
www.dot.ca.gov

May 4, 2023

Ms. Antonina "Nina" Delu
HDR
1851 East First Street, Suite 1400
Santa Ana, CA 92705-4044
M 949.892.9413
nina.delu@hdrinc.com

Subject: REVIEW OF DRAFT SECOND SUPPLEMENTAL CULTURAL RESOURCES REPORT FOR THE LINK UNION STATION (LINK US) PROJECT IN THE CITY OF LOS ANGELES, IN LOS ANGELES COUNTY

Dear Ms. Delu:

Caltrans is serving as a Cooperating Agency under the National Environmental Policy Act (NEPA) and a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Link Union Station (Link US) Project (the Project) in the City of Los Angeles, Los Angeles County. Caltrans understands that Metro is currently preparing the NEPA document (Environmental Impact Statement [EIS]). To support the EIS, a Draft Second Supplemental Cultural Resources Report has been prepared. Caltrans understands that the report documents the changes to the Link US Project Footprint (i.e., reduction) and updates the identification of historic properties, as needed, within the Link US Area of Potential Effects (APE). I have completed my review of the Draft Second Supplemental Cultural Resources Report for the Link US Project as it relates to the portions of the project within or immediately adjacent to Caltrans' right of way. My comments are below:

Draft Second Supplemental Cultural Resources Report:

- Section 3.1 (Page 19) Consultation: Due to the archaeological sensitivity of the APE and general vicinity, Caltrans would like to be kept informed of consultation outcomes with the two Native American Tribes.

- Section 3.4 (Page 21) and Section 4.3 (Pages 25–27): Have the previous studies included information about findings related to archaeological monitoring of the LADOT Bus Facility Interim Monitoring Report No. 4 at Commercial Street and N. Vignes Street? I don't recall. If not, please add a subsection related to the findings of the interim monitoring report. If you do not have a copy of this report, let me

know and I will send it to you. The partial citation is below:

Smith, Brian F., M.A. and Jennifer R.K. Stropes, M.S., RPA
2018 Mitigation Monitoring and Reporting Program for the LADOT Bus Maintenance and CNG Fueling Facility Project, City of Los Angeles, Interim Monitoring Report No. 4: Results of Archaeological Monitoring of Off-Site Utility Excavations and the Treatment of Discovered Native American Human Remains.

- Appendix F Updated Boundary of Archaeological Site CA-LAN-1575/H and Location of Previous Projects:
  - Delete the word "text" that is to the right of Locus 1 and Locus 2 on the page near the Metro office tower.
  - I have heard through internal Caltrans channels that Metro would like to acquire a parcel (or parcels) from Caltrans ROW on the south side of U.S. 101 where the eastbound off/on ramps are at Commercial Street. Question: Does the expanded CA-LAN-1575/H site boundary encompass the entirety of the parcel(s) that Metro would like to acquire? If not, I recommend expanding the site boundary to the west to include the entire right of way acquisition.
- **General Comment Regarding Caltrans Parcel Disposal/Metro Parcel Acquisition in Caltrans ROW:** A covenant will need to be negotiated with the tribes, Caltrans, Metro and the SHPO in order to transfer Caltrans' PRC 5024 responsibilities to the new owner. This cannot be done until the CEQA and Section 106 documents have been concurred on by the SHPO as the mitigation measures included must also be included in the covenant.

If you have any questions or need any additional information, please contact Caprice "Kip" Harper at (213) 332-0316 or caprice.harper@dot.ca.gov. Thank you for providing Caltrans staff with the opportunity to comment on the document.

Sincerely,

Caprice Harper

Caprice "Kip" Harper, Environmental Scientist
Caltrans District 7
Los Angeles and Ventura Counties
PQS Principal Investigator--Prehistoric Archaeology
PQS Co-Principal Investigator—Historical Archaeology
PQS Principal Architectural Historian

cc: Claudia Harbert – D7 HRC
District 7 File

From: Ken Bernstein <ken.bernstein@lacity.org>
Sent: Thursday, May 11, 2023 4:27 PM
To: Delu, Nina
Cc: Rushing, Brett@HSR; Montez, Carlos; Levitt, Melissa; McConnell, Scott; Rothenberg, Scott@HSR; O'Neill, Patrick; Osorio, Mario; MacKinnon, Amy T@HSR; Volta, Beniamino; Lambert Giessinger; Shannon Ryan
Subject: Re: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Nina, and the project team for your recent letter on the Section 106 consultation for the Link US Project. I apologize for the delay in replying.

Our Office of Historic Resources team has now had the opportunity to review the Draft Second Supplemental Cultural Resources Report and did not have any additional comments. We appreciate the continued outreach and collaboration on this important project.

Ken Bernstein

On Fri, Apr 21, 2023 at 3:28 PM Delu, Nina <Nina.Delu@hdrinc.com> wrote:

> Dear Mr. Bernstein,
>
> The California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are continuing consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 Code of Federal Regulations [CFR] 800) for the Link Union Station Project (Link US Project) in Los Angeles, California. In accordance with the National Environmental Policy Act (NEPA), CHSRA and Metro are currently preparing a Draft Environmental Impact Statement (Draft EIS) for the Link US Project.
>
> CHSRA previously contacted your agency in December of 2019 to inform you that, pursuant to 23 United States Code 327, the Federal Railroad Administration (FRA) and the State of California executed a Memorandum of Understanding dated July 23, 2019, in which the State of California, acting through the California State Transportation Agency and CHSRA, assumed FRA's responsibilities under NEPA and other federal environmental laws for projects necessary for the design, construction, and operation of the California High-Speed Rail (HSR) system, and for other railroad projects directly connected to stations on the California HSR system, including the Link US Project. Since 2019, CHSRA and Metro have refined the design for alternatives considered in the Draft EIS. As a next step in the Section 106 consultation effort, CHSRA is enclosing for your review and comment the Link US Draft Second Supplemental Cultural Resource Report (March 2023) that documents additional efforts to identify historic properties in the area of potential effects (APE) for the Link US Project in accordance with 36 CFR § 800.4. Once the identification phase is complete, the findings of effect for the Link US Project will be assessed in accordance with 36 CFR § 800.5 and will be reported to you under separate cover.

At this time CHSRA requests your review of the Link US Draft Second Supplemental Cultural Resource Report (April 2023) within 10 business days of receipt. The current document, including appendices, is not for public release at this time and should be treated as confidential information. Please see the attached letter from CHSRA for further details. You can access this document at the following link: City of LA

If you have any questions, comments about historic properties, or require additional information, please contact Melissa Levitt at Metro (LevittM@metro.net; 213-265-0774) or myself at HDR (Nina.Delu@hdrinc.com; 714-368-5658).

We look forward to continuing Section 106 consultation with your organization regarding the Link US Project.

Thank you,

Nina Delu

Antonina "Nina" Delu, RPA

Pronouns: she/her/hers

Environmental Services Project Manager

HDR

1851 East First Street, Suite 1400
Santa Ana, CA 92705-4044
M 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From: Marisela Ocampo <Marisela.Ocampo@hacla.org>
Sent: Wednesday, May 10, 2023 4:22 PM
To: Delu, Nina; Kelly Ta
Cc: Francisco Perez; Rushing, Brett@HSR; Montez, Carlos; O'Neill, Patrick; Osorio, Mario; Volta, Beniamino; MacKinnon, Amy T@HSR; Jonathan Nguyen
Subject: Re: Confidential documents: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report - HACLA Comments

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Nina. I am including the Assistant Director over William Mead as well, Jonathan Nguyen. We look forward to the meeting.

HACLA
Marisela Ocampo | Director of Housing Services
e: marisela.ocampo@hacla.org
p: 213-252-5413

Housing Authority of the City of Los Angeles
Housing Services Department
2600 Wilshire Blvd, 4th Floor
Los Angeles, CA 90057
w: hacla.org

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From: Delu, Nina <Nina.Delu@hdrinc.com>
Sent: Wednesday, May 10, 2023 9:25 AM
To: Kelly Ta <Kelly.Ta@hacla.org>
Cc: Marisela Ocampo <Marisela.Ocampo@hacla.org>; Francisco Perez <Francisco.Perez@hacla.org>; Rushing, Brett@HSR <brett.rushing@hsr.ca.gov>; Montez, Carlos <montezc@metro.net>; O'Neill, Patrick <patrick.oneill@hdrinc.com>; Osorio, Mario <mario.osorio@hdrinc.com>; Volta, Beniamino <Beniamino.Volta@hdrinc.com>; MacKinnon, Amy T@HSR <Amy.MacKinnon@hsr.ca.gov>
Subject: RE: Confidential documents: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report - HACLA Comments

Hi Kelly,

Thank you for providing HACLA's comments on the Link US *Second Supplemental Cultural Resource Report*. We will include them in our correspondence with the Office of Historic Preservation.

Please see our responses below in purple.

- Per section 2.2 Area of Potential Effects: “If any portion of a parcel is included in the Project Footprint, the entire parcel is included within the APE”. Please clarify if any part of the William Mead Homes property is included in the Project Footprint or if the parcel containing the property will only be used for the purposes of effects assessment. Will any portion of William Mead be physically affected by project construction?
    - The entire William Mead Homes property is included in the Link US Area of Potential Effects (see map attached to the Link US *Second Supplemental Cultural Resource Report*); a small area at the rear (southeast) of the property is included in the Project Footprint to accommodate temporary construction easements (see below for more detail). As discussed in the Link US *Finding of Effect Report*, which will be circulated to consulting parties shortly, the Project design includes replacement of an existing fence with a new retaining and sound wall adjacent to the rear of the William Mead Homes property but within the existing railroad right-of-way. The proposed new wall would be taller than the existing fence and would additionally function as a sound wall. William Mead Homes would not be permanently physically affected by Project construction.
- If construction will take place on any portion of the William Mead site, please specify which areas and how the site will be affected.
    - All William Mead apartment buildings are outside of the Project Footprint and only temporary construction easements would encroach onto the rear of the property to facilitate construction of the proposed retaining and sound wall within the railroad right-of-way. During construction, a new wall would require a temporary construction easement to allow excavation of wall footings and equipment staging. No permanent encroachment or effects on the William Mead Homes are anticipated. As discussed during previous Section 106 consultation with HACLA, Metro remains committed to ongoing design coordination with HACLA regarding aesthetic treatment for the wall and related right of way coordination for the TCEs. A more thorough discussion of effects on the historic property is contained in the Link US *Finding of Effect Report*, which will be circulated to consulting parties shortly.
- William Mead is eligible for listing in the National Register of Historic Places; can you please confirm whether this should be listed in ‘Section 4.1 Properties Previously Determined Eligible for Listing in the National Register of Historic Places’?
    - William Mead Homes was previously identified as a historic property (eligible for listing in the NRHP) in the Link US *Historic Property Survey Report* (2018). The *Draft Second Supplemental Cultural Resource Report* (April 2023) serves to update previous studies and does not discuss previously identified historic properties. The report’s Executive Summary and Conclusions section do include William Mead Homes in the list of the 18 historic properties identified in the Link US APE (WMH is listed at #5). Potential effects to all historic properties identified in the Link US APE are discussed in the Link US *Finding of Effect Report*, which will be circulated to consulting parties shortly.

Aside from the upcoming review of the Link US *Finding of Effect Report*, we also hope to set a meeting with your team to discuss any question or comments you have about the document or project.

Thanks again!
Nina Delu

Antonina “Nina” Delu, RPA
Pronouns: she/her/hers
Environmental Services Project Manager

HDR
1851 East First Street, Suite 1400
Santa Ana, CA 92705-4044

M 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

From: Kelly Ta <Kelly.Ta@hacla.org>
Sent: Monday, May 8, 2023 5:10 PM
To: Delu, Nina <nina.delu@hdrinc.com>
Cc: Marisela Ocampo <Marisela.Ocampo@hacla.org>; Francisco Perez <Francisco.Perez@hacla.org>
Subject: Confidential documents: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report - HACLA Comments

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Nina,

As requested, please see below for HACLA's comments and questions regarding the Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report:

- Per section 2.2 Area of Potential Effects: "If any portion of a parcel is included in the Project Footprint, the entire parcel is included within the APE". Please clarify if any part of the William Mead Homes property is included in the Project Footprint or if the parcel containing the property will only be used for the purposes of effects assessment. Will any portion of William Mead be physically affected by project construction?
- If construction will take place on any portion of the William Mead site, please specify which areas and how the site will be affected.
- William Mead is eligible for listing in the National Register of Historic Places; can you please confirm whether this should be listed in 'Section 4.1 Properties Previously Determined Eligible for Listing in the National Register of Historic Places'?

Thank you,

HACLA
Kelly Ta | Construction Project Assistant
e: Kelly.Ta@hacla.org
c: 213-651-0966

Housing Authority of the City of Los Angeles
Housing Services Department - DCS
2600 Wilshire Blvd, 4th Floor
Los Angeles, CA 90057
w: hacla.org

From: Delu, Nina
Sent: Friday, April 28, 2023 11:07 AM
To: David Schonbrunn
Cc: Rushing, Brett@HSR; Montez, Carlos; Levitt, Melissa; McConnell, Scott; Rothenberg, Scott@HSR; O'Neill, Patrick; Osorio, Mario; MacKinnon, Amy T@HSR; Volta, Beniamino
Subject: RE: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report

Hi David,

Thank you for your comments on the Link US Project. Our team will consider these comments as we develop mitigation measures for impacts to the Cesar Chavez Avenue Undercrossing. In upcoming weeks, we will circulate the Link US Finding of Effect document for your review and comment. This document will include the draft mitigation measures proposed for the Project.

We appreciate your input!

Nina

Nina Delu, RPA
M 949.892.9413

hdrinc.com/follow-us

From: David Schonbrunn <David@Schonbrunn.org>
Sent: Wednesday, April 26, 2023 12:36 PM
To: Delu, Nina <Nina.Delu@hdrinc.com>
Cc: Rushing, Brett@HSR <brett.rushing@hsr.ca.gov>; Montez, Carlos <montezc@metro.net>; Levitt, Melissa <levittm@metro.net>; McConnell, Scott <McConnellS@metro.net>; Rothenberg, Scott@HSR <Scott.Rothenberg@hsr.ca.gov>; O'Neill, Patrick <patrick.oneill@hdrinc.com>; Osorio, Mario <mario.osorio@hdrinc.com>; MacKinnon, Amy T@HSR <Amy.MacKinnon@hsr.ca.gov>; Volta, Beniamino <Beniamino.Volta@hdrinc.com>
Subject: Re: Link Union Station Section 106 Consultation: Second Supplemental Cultural Resource Report

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, Nina, for coming back to us for further review.

Our comments focus on documenting the Cesar Chavez Avenue Viaduct. We understand it to be the largest railroad bridge west of the Mississippi. In addition, it is an example of the excellence of early 20th Century construction: Despite the huge loads on the bridge during the Steam Era, there is no settling whatsoever.

There was damage to the underside of the structure, which was caused relatively recently: chemical fertilizers were used in the One Gateway landscaping. Over-irrigating the containers caused the runoff to seep into the underside of the Cesar Chavez structure. This runoff was chemically attracted to the electrical conduits that light the underpass and knocked out much of the lighting to the roadway. Several million dollars in repairs were made to the underside of the roadway. The lighting was replaced with LED illumination and the landscaping at One Gateway was replaced with more drought tolerant plants. That seems to solve the problems for now.

Not only do we believe this structure to be historically significant, it would cost many hundreds of millions of dollars to replace, which we understand to have not been included in Link US cost estimates.

Thank you for inviting our comments.

--David

David Schonbrunn, President
Train Riders Association of California (TRAC)
P.O. Box 151439
San Rafael, CA 94915-1439

415-370-7250 cell & office
President@calrailnews.org
www.calrailnews.org

On Apr 21, 2023, at 3:40 PM, Delu, Nina <Nina.Delu@hdrinc.com> wrote:

Dear Mr. Schonbrunn,

The California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are continuing consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 Code of Federal Regulations [CFR] 800) for the Link Union Station Project (Link US Project) in Los Angeles, California. In accordance with the National Environmental Policy Act (NEPA), CHSRA and Metro are currently preparing a Draft Environmental Impact Statement (Draft EIS) for the Link US Project.

CHSRA previously contacted your organization in December of 2019 to inform you that, pursuant to 23 United States Code 327, the Federal Railroad Administration (FRA) and the State of California executed a Memorandum of Understanding dated July 23, 2019, in which the State of California, acting through the California State Transportation Agency and CHSRA, assumed FRA's responsibilities under NEPA and other federal environmental laws for projects necessary for the design, construction, and operation of the California High-Speed Rail (HSR) system, and for other railroad projects directly connected to stations on the California HSR system, including the Link US Project. Since 2019, CHSRA and Metro have refined the design for alternatives considered in the Draft EIS. As a next step in the Section 106 consultation effort, CHSRA is enclosing for your review and comment the Link US Draft Second Supplemental Cultural Resource Report (March 2023) that documents additional efforts to identify historic properties in the area of potential effects (APE) for the Link US Project in accordance with 36 CFR § 800.4. Once the identification phase is complete, the findings of effect for the Link US Project will be assessed in accordance with 36 CFR § 800.5 and will be reported to you under separate cover.

At this time CHSRA requests your review of the Link US Draft Second Supplemental Cultural Resource Report (April 2023) within 10 business days of receipt. The current document, including appendices, is not for public release at this time and should be treated as confidential information. Please see the attached letter from CHSRA for further details. You can access this document at the following link: <image001.png> TRAC

If you have any questions, comments about historic properties, or require additional information, please contact Melissa Levitt at Metro (LevittM@metro.net; 213-265-0774) or myself at HDR (Nina.Delu@hdrinc.com; 714-368-5658).

We look forward to continuing Section 106 consultation with your organization regarding the Link US Project.

Thank you,
Nina Delu

Antonina "Nina" Delu, RPA
Pronouns: she/her/hers
Environmental Services Project Manager

HDR
1851 East First Street, Suite 1400
Santa Ana, CA 92705-4044
M 949.892.9413
nina.delu@hdrinc.com

hdrinc.com/follow-us

<Link US_Section 106_Consulting Party transmittal letter for Second Supplemental Cultural Resource Report_TRAC.pdf>

Appendix D:
Kelite Factory Department of Parks and Recreation 523 Series Forms

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***Resource Name or #** (Assigned by recorder) Kelite Factory

Recorded By: Amanda Duane, GPA Consulting **Date:** 04/20/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-2

P2. Location: 1250 N. Main Street, Los Angeles

***NRHP Status Code:** 2S2

Sketch Map:



NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

P3a. Description

The subject property is located at 1250 N. Main Street between its intersections with Llewellyn and Elymra Streets. There are three buildings on the site; however, only two are visible from the public right-of-way.

The primary building on the property (labeled “Plant No. 1” on a Sanborn Fire Insurance Map corrected through 1951) is located at the northeast end of the irregularly-shaped parcel. Based on Los Angeles County Tax Assessor property data, it was constructed in 1924. However, notations included in the Sanborn Map indicate it was constructed in 1918, with additions in 1920-1925, and in 1930. The structural ties along the roofline indicate masonry construction, but the exterior is clad in a smooth coat of stucco. The roof is flat with a raised, decorative parapet with a cornice. The building is rectangular in plan with an open courtyard in the northern half. Its primary elevation faces east on to Elmyra Street. The building is primarily two stories in height, but there are also three three-story towers along the east elevation that form an “E” shape around lightwells that extend to the first floor. There is also a one-story portion at the south end of the building. It appears to be an addition.

The north elevation of Plant No. 1 faces Main Street. It is divided into symmetrically arranged vertical bays by engaged structural columns. There is a pair of double-hung wood sash windows on the first and second floor within each bay. The northeast corner is canted, and features a pair of double-hung wood sash windows on each floor, a decorative parapet with Art Deco detailing, and a sign that reads “KELITE,” superimposed over a bright yellow graphic of a door key. All windows on this elevation are covered by metal security grilles.

The east elevation facing Elmyra Street is the primary elevation. Engaged structural columns divide the east elevation into vertical bays. At the north end of the east elevation, these bays are occupied by groups of two to four windows. The windows are each double-hung wood sash windows. At the south end of the east elevation, where the three-story towers are located, engaged structural columns are used to create narrower vertical bays. The main entrance is located at the ground floor of the northernmost tower; the door is obscured by a metal security gate, but is flanked by an Art Deco door surround and two double-hung wood sash windows. Above the door is a sign that reads "Witco Allied Kelite." All the windows on the ground floor of this portion are double-hung wood sash windows; the engaged columns between windows are elaborated with vertical scoring. On the upper floors, the windows consist of multi-light steel windows with operable pivot sashes at the center. Metal catwalks span between the lightwell and lead to a ladder, which may have served as a fire escape system. At the south end of the east elevation, there is a one-story portion of the building. It appears to be an addition, as it is not consistent with the design and size of the remainder of the building. It is a simple stucco building with five large infilled window openings.

The south elevation is not fully visible from the public right-of-way due to the addition and a full-height privacy fence enclosing the property. Based on what is visible, the south elevation has an elevator tower and multi-light steel sash windows symmetrically arranged within vertical bays.

The west elevation of Plant No. 1 is not fully visible from the public right-of-way due to a full-height privacy fence. Based on what is visible, the west elevation is much simpler than the remainder of the building. It is clad in smooth stucco, but does not have the vertical division of the engaged columns. The window openings are varied in size; many are missing their windows. Those that remain appear to be double-hung wood windows. Near the center of the west elevation, there is a projecting door surround.

A second building, labeled "Plant No. 2" on the Sanborn Map, is located south of Plant No. 1. It was constructed between 1946 and 1948 per the Los Angeles County Tax Assessor. It is not fully visible from the public right of way due to its location on the parcel and a full-height privacy fence that surrounds the property. Based on what is visible, Plant No. 2 is one story in height with a primarily flat roof and raised parapet. There are a few gabled monitors that project from the flat roofline. The building is of masonry construction. Visible windows on the building consist of metal sliding windows and multi-light steel windows with awning sashes. Doors on Plant No. 2 appear to be hollow metal doors, and there are several metal roll-up doors for loading docks.

A third building, labeled "Plant No. 3" on the Sanborn Map, is located west of Plant No. 2 and is not visible from the public right of way. Aerial photographs suggest it is an irregular shaped building with a combination roof form, including flat and barrel roof portions. It was constructed between 1946 and 1948 per the Los Angeles County Tax Assessor. A fourth building, abutting Plant No. 3 on its west elevation, was constructed after 2014; it is less than 50 years old and was therefore not described or evaluated.

B10. Significance

The Plant No. 1 building at 1250 N. Main Street meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant example of an industrial loft under NRHP Criterion C and CRHR Criterion 3. The period of significance under Criterion C/3 is 1918-1930, the years during which the plant was constructed, including its early additions. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The building shares a parcel with two additional industrial buildings, labeled "Plant No. 2" and "Plant No. 3." These buildings do not share the same distinctive characteristics as Plant No. 1 and were constructed outside the period of significance. As such, these two buildings are not historic properties for the purposes of Section 106 nor historical resources as defined by CEQA.

Historical Context

The subject property is located on N. Main Street between Chinatown and Lincoln Heights. The property is also near the Los Angeles River Station Area, now Los Angeles State Historic Park, which was originally the Southern Pacific Railroad's Company's River Station. River Station was colloquially known as "The Cornfield." The Lincoln Heights neighborhood was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed North Broadway). The community had a small downtown centered on Broadway surrounded by residential neighborhoods. Lincoln Heights became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad along the adjacent Los Angeles River in the 1870s, which changed its "small town" character. Then with the construction of the I-5 in the 1950s, the community was physically divided, and its important connections with the river and downtown were lost (LSA Associates, et.al., 12).

When the transcontinental railroad reached Los Angeles in 1876, industrial growth was failing to keep pace with rapid increase in population growth. The Los Angeles Times and civic booster groups such as the newly-formed Chamber of Commerce and the Los Angeles Merchants and Manufacturers Organization began promoting the existing industries, encouraging consumers to buy locally produced goods, and attracting new industries to the area as a result (LSA Associates, et. al., "SurveyLA Industrial Development, 5).

New entrepreneurs, industrialists, and craftsmen were eager to establish and expand the region's burgeoning manufacturing sector beyond cottage industry and agriculture. Civic investments in port and freight infrastructure led to an expanded pool of skilled workers, and the purchasing power of more prosperous consumers led to a boom in industrial development in the metropolitan area during the early 20th century. Los Angeles soon became nationally known for its petroleum, steel, automotive, entertainment, aviation, and garment manufacturing industries (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 5).

Within the project vicinity, the presence of the rail lines and San Fernando Road facilitated development of industrial tracts in the early decades of the 20th century. Early land use districting ordinances established industrial use along the rail and river corridor; rapid industrial development followed in the 1920s. Neighborhoods such as Lincoln Heights, which had previously been characterized as mixed-use and residential, were pushed away from freight transportation routes and displaced by industrial uses (LSA Associates, et.al., 12). Efforts were made to eliminate residential development in the downtown Los Angeles area; the City re-zoned in 1922 to accommodate the construction of more offices, retail, and manufacturing facilities (Historic Resources Group, 13-14). As a result, industrial development in the project vicinity flourished during the 1920s. Industrial development within the project vicinity is concentrated along the rail lines east of Chinatown, adjacent to the rail lines and river channel in Lincoln Heights and the northern half of Elysian Valley, along San Fernando Road between the rail lines and Cypress Avenue in Cypress Park and Glassell Park, between the river channel and the railroad in north Atwater Village, and along the rail lines and San Fernando Road in Glendale and Burbank.

Different types of industrial properties emerged as building technologies and the industries themselves evolved, including daylight factories, controlled conditions factories, and industrial lofts. Industrial lofts were the result of needing to provide ample lighting, fire and vibration protection, and ventilation within a limited space. Most industrial properties in Los Angeles were more horizontally organized due to the abundance of available land; however, there are examples of multi-story lofts in the industrial areas surrounding downtown Los Angeles. Heavier manufacturing processes or street-level storefronts typically occupied the lower floors, while spaces like offices were planned near the top of the building. Popular architectural styles were often applied to these lofts, particularly Late Moderne and Art Deco, which were well-suited to the vertical arrangement of the industrial loft (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 178-179).

Research indicates that the building was occupied by the "Southland Drug Company" in 1925, until at least 1942. Louis, Leonard, and Morris Freedman were the druggists. Research did not reveal any further information about the Southland Drug Company or the Freedmans, who are presumed to have been related. As early as 1948, the property was occupied by Kelite Products, Inc. The president of the company at that time was Lou C. Sorensen (Los Angeles City Directories). The company was formerly listed at 909 E. 60th Street. Kelite Products, Inc. manufactured specialty chemical compounds for metal treatment and industrial cleaning. In 1966, the company had three plants in the United States: Los Angeles, Chicago, and Berkeley Heights, New Jersey ("Boards Agree on Acquisition"). Research did not reveal any further information about the company.

Evaluation

The property at 1250 N. Main Street was surveyed in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan Area. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the NRHP and CRHR under Criterion C/3 as an excellent example of an industrial loft. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with this conclusion, and recommends a status code of 2S2.

Under NHRP Criterion A or CRHR Criterion 1, this property is not significant for its association with important historic events. The subject property was constructed during a period of industrial commercial development in the region. Research does not indicate that this property has a direct or indirect association with the pattern of development in the Los Angeles area, but that it is one of many such buildings constructed for a similar use in the area during the same time period. Research did not reveal evidence to suggest that Southland Drug Co. or Kelite Products, Inc. are historically significant.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have a significant association with the lives of persons important to history. Research did not reveal any information to suggest that the Freedmans or Lou C. Sorensen were historically significant persons. While many individuals have worked for Southland Drug Co and Kelite Products Inc., collaborative efforts like these are typically best evaluated under Criterion A/1.

Under NRHP Criterion C or CRHR Criterion 3, for a property to be eligible for its type, period, and method of construction, it must be an important example—within its context—of building practices of a particular time in history. (National Register Bulletin 15", 18). The subject property lacks high artistic value and is unlikely to be the work of a master; research did not reveal the name of an architect. Although there is a cohesive grouping of industrial properties in the vicinity, a number have been altered and have varying construction dates due to continued redevelopment in the area after World War II. As such, the building would not contribute to a potential historic district. However, the Plant No. 1 building embodies the distinctive characteristics of an industrial loft. It is a fairly early example of the property type. It is two to three stories in height with high ceilings, a freight elevator and industrial steel sash windows. It is also an example of the Art Deco style applied to the property type. Based on what is visible, Plants No. 2 and 3 do not share the same distinctive features of the industrial loft type. They are one story in height and do not possess any elements of a certain architectural style such as Art Deco. They are typical and undistinguished examples of industrial buildings, and they do not embody the distinctive characteristics of a type, method, or period of construction.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of Plant No. 1 are its industrial use, proximity to railroad tracks, vertical orientation, symmetrical organization, smooth stucco cladding, raised parapet, Art Deco detailing and large industrial sash windows. and canopied main entrance. Two of the three buildings (Plant No. 2 and Plant No. 3) on the parcel do not embody the same distinctive characteristics of a type, method, or period of construction, and do not contribute to the significance of the historic property. They were constructed after World War II, while the most significant examples of this property type were built prior to 1940. Therefore, the historic property boundary coincides with the portion of the legal parcel on which Plant No. 1 is located, and only extends as far south as the intersection between E. Elmyra Street and Magdalena Street.

In addition to Plant No. 1 having historic significance under Criterion C, the building retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of location is intact, as the building has not been relocated. The building retains its integrity of design, materials, and workmanship. While there are some missing panes of glass and windows, these changes are due to disrepair rather than deliberate alterations. The integrity of setting has been somewhat diminished due to continued development in the surrounding area. The integrity of feeling and association are intact, as the building still evokes the sense of an early industrial manufacturing facility and retains the essential physical features to convey its significance.

P5a. Photograph



7/19/2016, view looking south at northeast corner of Plant No. 1



7/19/2016, view looking west towards east elevation of Plant No. 1



7/19/2016, view looking southeast towards north elevation of Plant No. 1



7/19/2016, view looking southwest at east elevation of Plant No. 2



7/19/2016, view looking south at north elevation of Plant No. 2



7/19/2016, view looking east at northwest corner of Plant No. 2

B12. References

Ancestry. *U.S. City Directories: Los Angeles, California*. www.ancestry.com (accessed October 24, 2016).

"Boards Agree on Acquisition of L.A. Firm." *Los Angeles Times.* February 11, 1966. B16.

California State Office of Historic Preservation. *California Register of Historical Resources.* http://ohp.parks.ca.gov/?page_id=21238 (accessed October 2016).

City of Los Angeles Department of Building and Safety. Online Building Records. Accessed October 19, 2016, http://ladbsdoc.lacity.org/idispublic/.

Los Angeles Public Library. *Sanborn Fire Insurance Maps.* http://www.lapl.org/collections-resources/research-and-homework (accessed October 19, 2016).

LSA Associates, Inc., et.al. Department of Parks and Recreation (DPR) Form Set: 1250 N. Main Street. 2011.

LSA Associates, Inc., et.al. *Historic Resources Survey: Cornfield Arroyo Seco Specific Plan Area, City of Los Angeles, Los Angeles County, California.* Report prepared for Arup North America, Ltd. June 3, 2011.

LSA Associates, Inc. et.al., Draft Historic Context Statement: SurveyLA Industrial Development. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. August 2011.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings 3CS, 5S3
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 1250 N Main

P1. Other Identifier: Kelite Factory

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles and (P2b and P2c or P2d.)

*b. USGS 7.5' Quad: Los Angeles Date: 1994 T: 01.0S; R: 13.0W; S: 22

c. Address: 1250 N Main City: Los Angeles Zip: 90012

d. UTM: (Give more than one for large and/or linear resources) Zone: _____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:5409010032

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Architectural Style: Art Deco, elements of **Architectural Style:** Utilitarian
Siding/Sheathing: poured concrete: painted, all visible sides , Brick is used on all elevations of rear building
Roof: flat, parapet, multiple rooflines
Fenestration: metal, fixed, front, side, rear
Fenestration: metal, vertical sliding, front, side, rear
Primary Entrance: side

Plan: irregular
No. Stories: 3, 3 buildings
Property Type: industrial
Retains integrity: yes, setting, location, workmanship, association, design, feeling

*P3b. Resource Attributes: (List attributes and codes) HP08

*P4. Resources Present: X Building ___ Structure ___ Object X Site ___ District ___ Element of District ___ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of photo: (View, data, accession #)
03/09/11

*P6. Date Constructed/Age and Sources: X Historic ___ Prehistoric ___ Both
1924
Assessor

*P7. Owner and Address:
not known

*P8. Recorded by:
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

*P9. Date Recorded: 05/25/2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.")
Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

*Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet X Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*NRHP Status Code 3S

*Resource Name or #: (Assigned by recorder) 1250 N Main

B1. Historic Name: Kelite Products

B2. Common Name: Kelite Products

B3. Original Use: Factory B4. Present Use: Factory

*B5. Architectural Style: Art Deco, Utilitarian

*B6. Construction History: (Construction date, alterations, and data of alterations)

Year constructed: 1924, 1946, 1954

*B7. Moved? X No ___ Yes ___ Unknown Date: _____ Original Location: _____

*B8. Related Features:

None

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Area: Los Angeles Theme: Industrial Engineering/Design 1887-1940

Period of Significance: 1924-1954 Property Type: Industrial Applicable Criteria: C/3/3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This property appears eligible for the National and California Registers and for designation as an HCM under Criterion C/3/3 as an excellent example of an industrial loft. Although some glazing and sash is missing, it still retains sufficient integrity to convey its significance. Shown in Sanborn maps (corrected through 1951) as a site used for Kelite Products, Inc., a manufacturer of specialized chemical compositions and equipment for industrial cleaning and metal treating, the site contains three buildings: Plant No's 1-3, all of which are extant. Plant No. 1, located at the corner of E. Elmyra and N. Main Streets, is the primary building, composed in an industrial/utilitarian style with elements of Art Deco. In 1966, Keylite Products Inc. had plants in L.A., Chicago, and Berkeley Heights, New Jersey. In the year ended Jan 31, 1966, it had sales of $4.5 million and earnings of $325,000 ("Boards Agree on Acquisition of L.A. Firm", LA Times, 11 Feb 1966, B16).

B11. Additional Resource Attributes: (List attributes and codes) HP08

*B12. References:

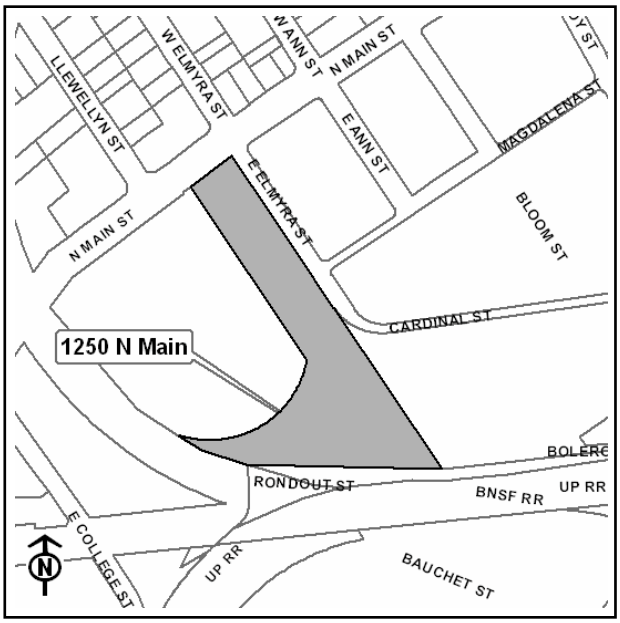
Sanborn Maps, LA Times Database

B13. Remarks:

*B14. Evaluator: Kathryn McGee

*Date of Evaluation: 05/25/2011

(This space reserved for official comments.)



*Required Information

Appendix E: State Historic Preservation Officer Concurrence Letter on Kelite Factory National Register Eligibility Evaluation

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State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

May 2, 2019

Reply in Reference To: FRA_2017_0516_001

Mr. Brett Rushing
Cultural Resources Program Manager
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: Historical Architectural Survey Report (HASR) Burbank to Los Angeles Project Section High-Speed Train Project, County of Los Angeles, California

Dear Mr. Rushing:

The State Historic Preservation Officer (SHPO) received, on April 5, 2019, the package continuing consultation for the above-referenced undertaking. The High Speed Rail Authority (Authority) is consulting, on behalf of the Federal Railroad Administration (FRA), pursuant to Stipulation VI of the *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project* (PA).

Included with the consultation package was the following document:

- *California High-Speed Rail Authority, Burbank to Los Angeles Project Section Historic Architectural Survey Report*, prepared by GPA Consulting for the Authority in March, 2019.

The HASR was prepared to document the identification and evaluation of historic-era built resources as part of the environmental technical analysis to support the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the Burbank to Los Angeles project section of the High Speed Rail project. This section of the Burbank to Los Angeles section extends approximately 14 miles from near Hollywood Burbank Airport to Los Angeles Union Station. The HASR was revised to address the SHPO's comments of October 25, 2018.

Since the submission of the draft HASR, the Area of Potential Effect (APE) has been expanded due to design changes and modifications. The areas added to the APE are located

at the northeast corner of Hollywood Way and Vanowen Street, and south of Vanowen Street between Hollywood Way and Buena Vista Street in the City of Burbank. The APE revisions resulted in the addition of 23 properties that are more than 50 years of age.

The HASR documents the historic properties identification within the Burbank to Los Angeles APE. Identification efforts included a records search and survey of the APE for historic-period built environment resources. The survey population consists of 408 total built environment resources, including 24 historic properties listed in, previously determined eligible for, or eligible for listing in the National Register of Historic Places (NRHP). Four of the 24 are listed in the NRHP, seven were determined eligible by previous efforts, and 13 were newly identified by the current study. The newly identified eligible properties are as follows:

New Properties Determined **Eligible** for the NRHP

Primary #	Historic Name	APN	Address	City	Period of Significance	Eligibility	Status Code[1]
	Standard Oil Company Facilities	5409-002-029	1756 N Spring St	Los Angeles	1920-1960	A & C, Local Level	2S2
	Kelite Factory	5409-010-032	1250 N Main St	Los Angeles	1918-1930	C, Local Level	2S2
	R. Schiffmann Medical Company	5410-003-007	1734 N Main St	Los Angeles	1922-1960 (A), 1922-1926 (B)	A & B, Local Level	2S2
	Folk Victorian Residence	5410-019-002	1805 Darwin Ave	Los Angeles	1900	C, Local Leval	2S2
	Lanza Bros. Market	5410-019-005	1801 N Main St	Los Angeles	1926-1950	A, Local Level	2S2
	Taylor Yard Signal Tower	5445-006-909	1559 N San Fernando Rd	Los Angeles	1931-1949	A, Local Level	2S2
	Valley Maid Creamery	5458-002-012	2909 Fletcher Drive	Los Angeles	1931	C, Local Level	2S2
	L.W. Grayson Steam-Electric Generating Station	5593-003-906 (primary); 5627-020-903; 5627-020-908; 5627-020-911; 5627-025-905; 5627-025-907	901 Fairmont Ave	Glendale	1941-1955	A, Local	2S2
19-186638	Aero Industries Technical Institute	5593-010-016	5245 W San Fernando Rd	Los Angeles	1937-1944 (A), 1937 (C)	A and C, Local Level	2S2
	Municipal Power & Light, City of Glendale	5627-023-900	6135 San Fernando Rd	Glendale	1930	C, Local Level	2S2
	Los Angeles Basket Company	5640-019-037	448 W Cypress St	Glendale	1908-1918	A, Local Level	2S2
19-171159	Vignes Street UP (Bridge# 53C1764)	No Parcel	No Address	Los Angeles	1937	A, Local Level	2D2, 2S2
19-190897	Los Angeles River Channel	Portions of 5415-003-901, 5447-027-901, and 5410-002-900	No Address	Los Angeles	1946	Appears eligible under A	7N[2]

[1] *California Historical Resources Status Codes:* 2S2: Individual property determined eligible for NR by consensus through Section 106 process. Listed in the CR; 7N: Needs to be reevaluated.
[2] Los Angeles River Channel assumed eligible for purposes of this project only.

The remaining 383 resources are not eligible for listing in the NRHP or California Register of Historical Resources (CRHR). The newly identified ineligible properties are as follows:

New Properties Determined **Ineligible** for the NRHP

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
E1-1		Machine Shop/Factory	5409-003-018	1667 N Main St	Los Angeles	1911–1953	6Z
E1-2		Cement Mixing Plant	5410-012-014 (primary)	625 Lamar St	Los Angeles	1961	6Z
E1-3		Old Colony Paint & Chemical Co.	5410-014-020	620 Lamar St	Los Angeles	1937–1957	6Z
E1-4		Two Residential Units	5410-019-003	1807 Darwin Ave	Los Angeles	1906, 1910, 1917	6Z
E1-5		Folk Victorian Residence	5410-019-005	1811 N Main St	Los Angeles	c. 1900	6Z
E1-6		Commercial/Industrial Building	5410-019-009	1779 N Main St	Los Angeles	1924	6Z
E1-7		Residence	5410-019-022				
E1-8		Carmichael-Kemp Architects	5435-003-018	2870 Los Feliz Blvd	Los Angeles	1965	6Z
E1-9		Commercial Building	5435-006-001	3429 Glendale Blvd	Los Angeles	1922, 1950	6Z
E1-10		Commercial Building	5435-006-002	3421 Glendale Blvd	Los Angeles	1924	6Z
E1-11		Certified Chrome Furniture Co; Goldenberg Plywood and Lumber Co.	5447-028-004	351 S Avenue 17	Los Angeles	1926–1967	6Z
E1-12		Trailer Manufacturing	5447-028-012	1745 N Main St	Los Angeles	1912-1937	6Z
E1-13		Commercial Building	5593-021-023	4209 Chevy Chase Dr	Los Angeles	1949, 1954	6Z
E1-14		Single-Family Residence	5593-022-004	4116 Goodwin Ave	Los Angeles	1925	6Z
E1-15		Weber Baking Co.	5624-018-028	6841 San Fernando Rd	Glendale	1952, 1973	6Z
E1-16		Jos Feigelbaum Building (Public Market)	5627-001-001	6401 San Fernando Rd	Glendale	1925	6Z
E1-17		Crocker-Citizens Bank Branch	5627-021-017	6343 San Fernando Rd	Glendale	1964	6Z
E1-18		Household Utility and Coffee Warehouse	5627-023-002; 5627-023-008	1411 Air Way	Glendale	1949, 1950	6Z
E1-19		Art Deco Commercial Building	5628-039-013	5846 San Fernando Rd	Glendale	1939	6Z
E1-20		Genge Industries, Inc.	5640-021-016	440 W Los Feliz Rd	Glendale	1960	6Z
E1-21		Art Deco Commercial/Industrial Building	5696-020-011	4611 San Fernando Rd	Glendale	1938	6Z
E1-22		Public Works Corporation Yard	5696-021-900	525 W Chevy Chase Dr	Glendale	1961	6Z

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
E1-23		Victory Place Bridge (Bridge #53C0591)	No Parcel	No Address	Burbank	1932	6Z
E1-24		SPRR Bridge over Verdugo Wash	No Parcel	No Address	Glendale	c. 1938	6Z
E1-25		Mission Junction Bridge	No Parcel	No Address	Los Angeles	1903	6Z
E1-26	19-187105, 19-187327, 19-187328, 19-187329, 19-187330	Hollywood Burbank Airport	No Parcel	2627 Hollywood Wy	Burbank	1929–1966	6Z
E1-27	19-188007	San Fernando Road	No Parcel	No Address	Burbank, Glendale, Los Angeles	c. 1880s–present	6Z
E1-28	19-186110	East Bank Line	No Parcel	No Address	Los Angeles	1891	6Z
E1-29	19-186112	Southern Pacific Railroad Sunset Line (The railroad as a whole is presumed eligible; however, the segments within the APE do not contribute to its significance.)	No Parcel	No Address	Los Angeles	1881	6Z
E1-30	19-186688, 19-186689	Southern Pacific Railroad Coast Line and Burbank Branch	No Parcel	No Address	Burbank	1893, 1904	6Z
E1-31	19-190319	Southern Pacific Railroad Main Line	No Parcel	No Address	Burbank, Glendale, Los Angeles	c. 1874	6Z
E1-32		Seneca Avenue Street Trees	No Parcel	No Address	Los Angeles	c. 1912	6Z
E1-33		Mid-Century Modern Industrial/Office Building	5593-011-043	5121 W San Fernando Rd	Los Angeles	1954	6Z
E1-34		Roger E. McKee General Contractor Branch Office	5593-020-017	4101 W Goodwin Ave	Los Angeles	1930	6Z

[1] *California Historical Resources Status Codes:* 6Z: Found ineligible for NRHP, CRHR, or local designation through survey evaluation.

In addition to the 34 properties listed in the table above, 344 resources were evaluated using the streamlined methodology documented in Appendix C of the PA.

The Authority, on behalf of the FRA, has requested review and comment on the expansion of the APE, efforts to identify historic properties, and is seeking concurrence on the eligibility determinations presented in the HASR. After reviewing the information submitted with the consultation package, I offer the following comments:

- Pursuant to 36 CFR § 800.4(a)(1), I have no comment on the expanded APE.
- Pursuant to 36 CFR § 800.4(b), I find that the Authority, on behalf of FRA, has made a reasonable and good faith effort to identify historic properties within the APE.
- Pursuant to 36 CFR § 800.4(c)(2), the Authority, on behalf of FRA, has determined that the 13 newly evaluated resources summarized in the table above are eligible for listing in the NRHP. I concur.

- Pursuant to 36 CFR § 800.4(c)(2), the Authority, on behalf of FRA, has determined that the 34 newly evaluated resources summarized in the table above and the 344 resources evaluated using streamlined methodology are ineligible for listing in the NRHP. I concur.

I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Appendix F:
934 Avila Street, Los Angeles, Department of Parks and Recreation 523 Series Forms

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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

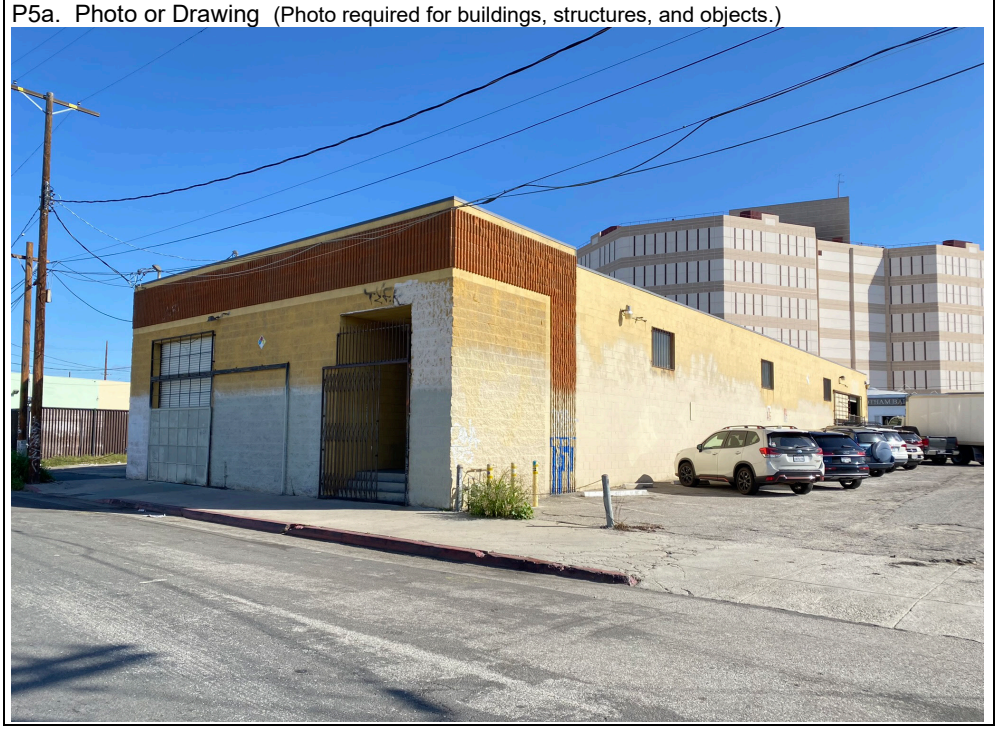
Page 1 **of** 3 ***Resource Name or #:** 934 Avila St.

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Los Angeles **Date:** 2022 **T** 1N; **R** 13W; **¼ of** **¼ of Sec** ; M.D. **B.M.**
c. Address: 934 Avila Street **City:** Los Angeles **Zip:** 90012
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 286 feet
The property is at 934 Avila St., between Clara St. and Bauchet St. and on the northeast side of Union Station in the City of Los Angeles.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property contains a single-story industrial building constructed of concrete block masonry. The building is rectangular in plan and extends from the eastern sidewalk of Avila St. to the center of the block between Avila St. and N Vignes St. The building measures 3,010 square feet and is located on a 9,610-square-foot paved parcel. According to the Los Angeles County Assessor's office, the parcel is used for warehousing, distribution, and storage, and the building was constructed in 1977 (AIN: 5409016031). Records from the Los Angeles Department of Building and Safety (LADBS) show that there was a permit for demolition issued for single-family dwellings at 934 and 934 ½ Avila St. in 1958. The owners of the dwellings at the time were Onesimo Rodriguez (934 Avila St.) and Isabel Rodriguez (934 ½ Avila St.), who resided at the addresses. A Certificate of Occupancy shows that Charles Terry was the owner of the parcel in 1977. By 2018, the owner is listed as Nancy Moloney. A newspaper clipping from The Los Angeles Times, 12 January 1981, page 71 has the following job posting: "Driver M/F warehouse delivery//wholesale florist F/time DMV record.//934 Avila St. LA," indicating that the building was originally used as a warehouse for a florist company. Currently, Golden Natural Co., a jewelry repair service, is located in the building.

***P3b. Resource Attributes:** HP8. Industrial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: Building at 934 Avila St., viewing northeast

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Nancy Moloney
PO Box 668
Sierra Madre, CA 91025

***P8. Recorded by:**
HDR, Inc.
591 Camino de la Reina, Suite 300
San Diego CA 92108

***P9. Date Recorded:**
February 13, 2023

***P10. Survey Type:**
General Reconnaissance

***P11. Report Citation:** HDR, Inc. 2023. Link Union Station Second Supplemental Cultural Resource Report. Prepared for Los Angeles County Metropolitan Transportation Authority.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**

***Resource Name or #** 934 Avila Street

B1. Historic Name:
B2. Common Name:
B3. Original Use: Warehousing
B4. Present Use: Warehousing, Distribution, Storage
***B5. Architectural Style:** Modern Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built ca. 1977. Records from the LADBS indicate that two single-family dwellings existed at this location but were likely demolished in 1958. LADBS records also show a new construction building permit in 1977 and a record for a building reroofing permit in 2005. Lighting upgrades were installed in 2018.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** The building is bordered by paved parking lot on the north, south, and east sides.

B9a. Architect: Russ Conners & Associates
b. Builder: Dynamic Builders
***B10. Significance: Theme:** Commercial
Area: Los Angeles
Period of Significance: 1977
Property Type: Building
Applicable Criteria: None

The building, built ca. 1977, is a utilitarian, single-story, industrial warehouse/storage building, rectangular in form and measuring 3,010 square feet. The flat-roofed, concrete-block building includes metal windows with security bars, a recessed, three-step entry on the west elevation (facing Avila St.) with a double-leaf entry door and a metal gate flush with the west elevation wall. Decorative bush-hammered concrete above the entry wraps to the south elevation. Concrete masonry units on the west and south elevation near the entry are decoratively rusticated. A single-bay, former vehicular entry opening that has been converted to a window is also located on the west elevation. A double-width garage with two-part overhead roll doors is located on the south elevation.

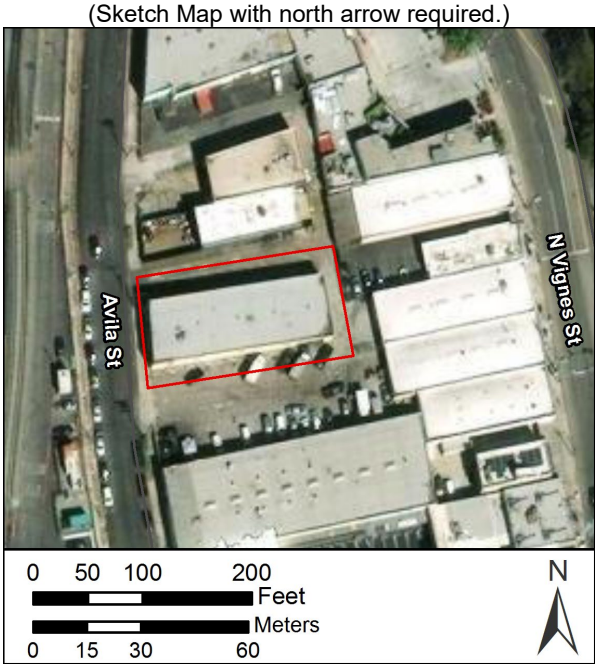
As a warehouse/utilitarian building constructed ca. 1977, 934 Avila Street does not appear to be eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) under any criteria. It is not known to be associated with any historic events or broad patterns of history that could make it eligible under Criterion A/1. The building is not known to be associated with any historical figures significant to the area that could make it eligible under Criterion B/2. The building also does not reflect the work of a master, possess any artistic value, or embody any distinctive characteristics of a type, period, or method of construction and is therefore not eligible under Criterion C/3. Analysis of the building is not likely to yield any information relevant to the history of the area that could make it eligible under Criterion D/4. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR, either individually or as part of a potential historic district, having found the resource lacks sufficient historical and architectural significance under NRHP Criteria A–D/CRHR Criteria 1–4.

B11. Additional Resource Attributes: HP8. Industrial Building

***B12. References:**
The Los Angeles Times, 12 January 1981, page 71.
www.historicaerials.com, accessed February 17, 2023.

B13. Remarks: N/A
***B14. Evaluator:** Ann Keen, HDR, Inc.
***Date of Evaluation:** February 17, 2023

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

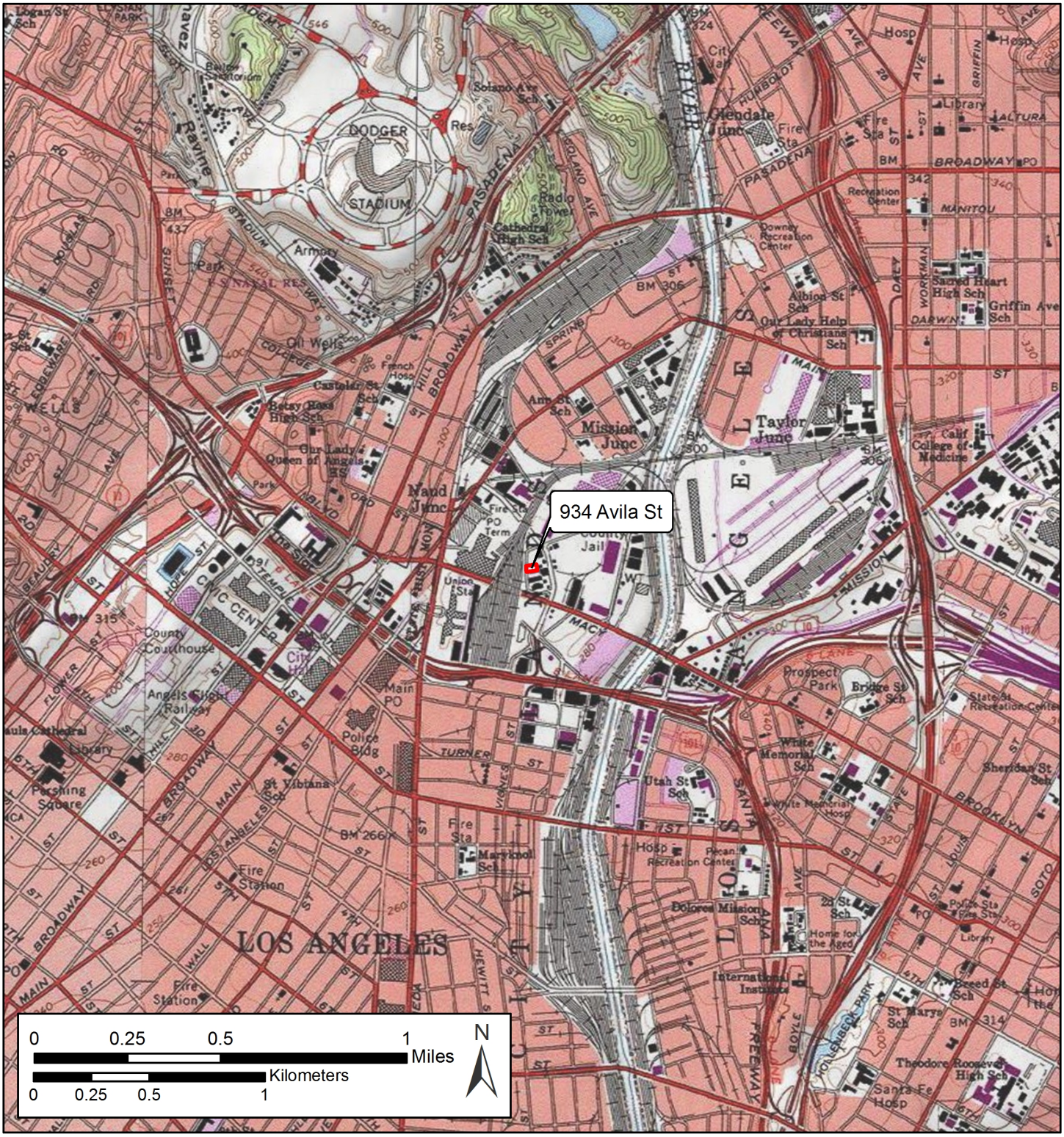
Primary #
HRI #
Trinomial #

*Resource Name or #: 934 Avila St

*Scale: 1:24,000

*Date of Map: 1994

*Map Name: Los Angeles, CA 7.5 min Quadrangle



*Required information

Appendix G:
Updated Boundary of Archaeological Site CA-LAN-1575/H and Location of Previous Projects (CONFIDENTIAL)

REDACTED FROM PUBLIC REVIEW VERSION

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Section 106 Correspondence

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 20, 2023

VIA EMAIL In reply refer to: FRA_2016_0810_001

Mr. Brett Rushing, Cultural Resources Program Manager
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Subject: Finding of Effect for the Link Union Station Project, Los Angeles County, CA

Dear Mr. Rushing:

The California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above project pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. As part of your documentation the CHSRA submitted a Finding of Effect (FOE) report for the project. On October 13, 2023, CHSRA also provided additional photographs and photo simulations that help to characterize the effects of the undertaking.

Metro, as the owner of Los Angeles Union Station (LAUS), is proposing infrastructure improvements associated with the Link US Project to address the capacity constraints at LAUS. The Project would transform LAUS from a “stub-end tracks station” into a “run-through tracks station” with a new passenger concourse to improve the efficiency of the station and accommodate forecasted increases in passenger and transportation demands in the region.

The Federal Railroad Administration (FRA), the previous lead federal agency for the Link US Project, held meetings with consulting or interested parties in August 2018 to discuss the identification and evaluation work performed for the Project and to provide a forum to answer questions and listen to comments. CHSRA provided consulting parties with additional opportunities to provide feedback in February of 2020 and April through July of 2023. Consulting parties have had the opportunity to review FOE and to discuss their concerns with CHSRA. The FOE was edited in response to feedback received from consulting parties.

As part of previous consultation, identification, and evaluation efforts, the CHSRA identified the following 18 historic properties that are located within the area of potential effect (APE)for the project:

1. Los Angeles Union Passenger Terminal (LAUS) and associated contributing resources (800 Alameda Street, Los Angeles)
2. United States Post Office Los Angeles Terminal Annex (900 Alameda Street, Los Angeles)
3. Los Angeles Plaza Historic District
4. North Main Street Bridge (Bridge # 53C 1010)
5. Los Angeles Department of Water and Power Main Street Center (1630 North Main Street, Los Angeles)
6. William Mead Homes (1300 Cardinal Street, Los Angeles)
7. Mission Tower (1436 Alhambra Avenue, Los Angeles)
8. Cesar Chavez Avenue Viaduct (Macy Street Viaduct) (Bridge #53C 0130)
9. First Street Viaduct (Bridge #53C 1166)
10. Fourth Street Viaduct (Bridge #53C 0044)
11. Seventh Street Viaduct (Bridge #53C 1321)
12. Olympic Boulevard Viaduct (Ninth Street Viaduct) (Bridge #56C 0163)
13. Vignes Street Undercrossing (Bridge #53C 1764)
14. Macy Street School (900 Avila Street, 505 Clara Street, Los Angeles)
15. Denny's Restaurant (530 Ramirez Street, Los Angeles)
16. Kelite Factory Plant No. 1 (1250 Main Street, Los Angeles)
17. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon)
18. Archaeological Site CA-LAN-1575/H (P-19-001575)

A summary of CHSRA's assessment of effect on historic properties identified in the APE for the undertaking is provided below.

CHSRA found that the proposed undertaking will have no effect on the following five viaducts over the Los Angeles River:

1. Cesar Chavez Avenue Viaduct (Macy Street Viaduct; Bridge #53C 0130)
2. First Street Viaduct (Bridge #53C 1166)
3. Fourth Street Viaduct (Bridge #53C 0044)
4. Seventh Street Viaduct (Bridge #53C 1321)
5. Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge #56C 0163)

CHSRA also found that the undertaking will have no adverse effect on the following nine historic properties:

1. Los Angeles Department of Water and Power – Main Street Center (1630 Main Street, Los Angeles)
2. Mission Tower (1436 Alhambra Avenue, Los Angeles)
3. William Mead Homes (1300 Cardinal Street, Los Angeles)

4. United States Post Office Los Angeles Terminal Annex (900 Alameda Street, Los Angeles)
5. Macy Street School (900 Avila Street, 505 Clara Street, Los Angeles)
6. Los Angeles Plaza Historic District
7. Denny's Restaurant (530 Ramirez Street, Los Angeles)
8. Kelite Factory Plant No. 1 (1250 Main Street, Los Angeles)
9. Solar Manufacturing Corporation Building (4553 Seville Avenue, Vernon)

Finally, CHSRA found that the undertaking will have an adverse effect on the following four historic properties:
1. Archaeological site CA-LAN-1575/H
2. Los Angeles Union Passenger Terminal and associated contributing resources (800 Alameda Street, Los Angeles)
3. Vignes Street Undercrossing (Bridge #53C 1764)
4. North Main Street Bridge (Bridge #53C 1010)

CHSRA made an overall finding of adverse effect for the project pursuant to 36 CFR 800.5(d)(2).

Based on review of the submitted documentation I have the following comments:

1. I do not object to CHSRA's above findings and to the overall finding of adverse effect for the project.
2. Before the SHPO can proceed with consultation on the resolution of adverse effects it will be important to have a better understanding of what the final design of the undertaking will look like in order to fully understand the nature of the adverse effect and what mitigation might be appropriate to resolve the adverse effect.
3. Without a clearly defined design for the project, a programmatic agreement will be required to complete consultation on the undertaking.
4. The SHPO recommends that the final design for the undertaking minimize visual effects to historic properties and emphasize the preservation of character defining features of eligible historic properties.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,



Julianne Polanco
State Historic Preservation Officer