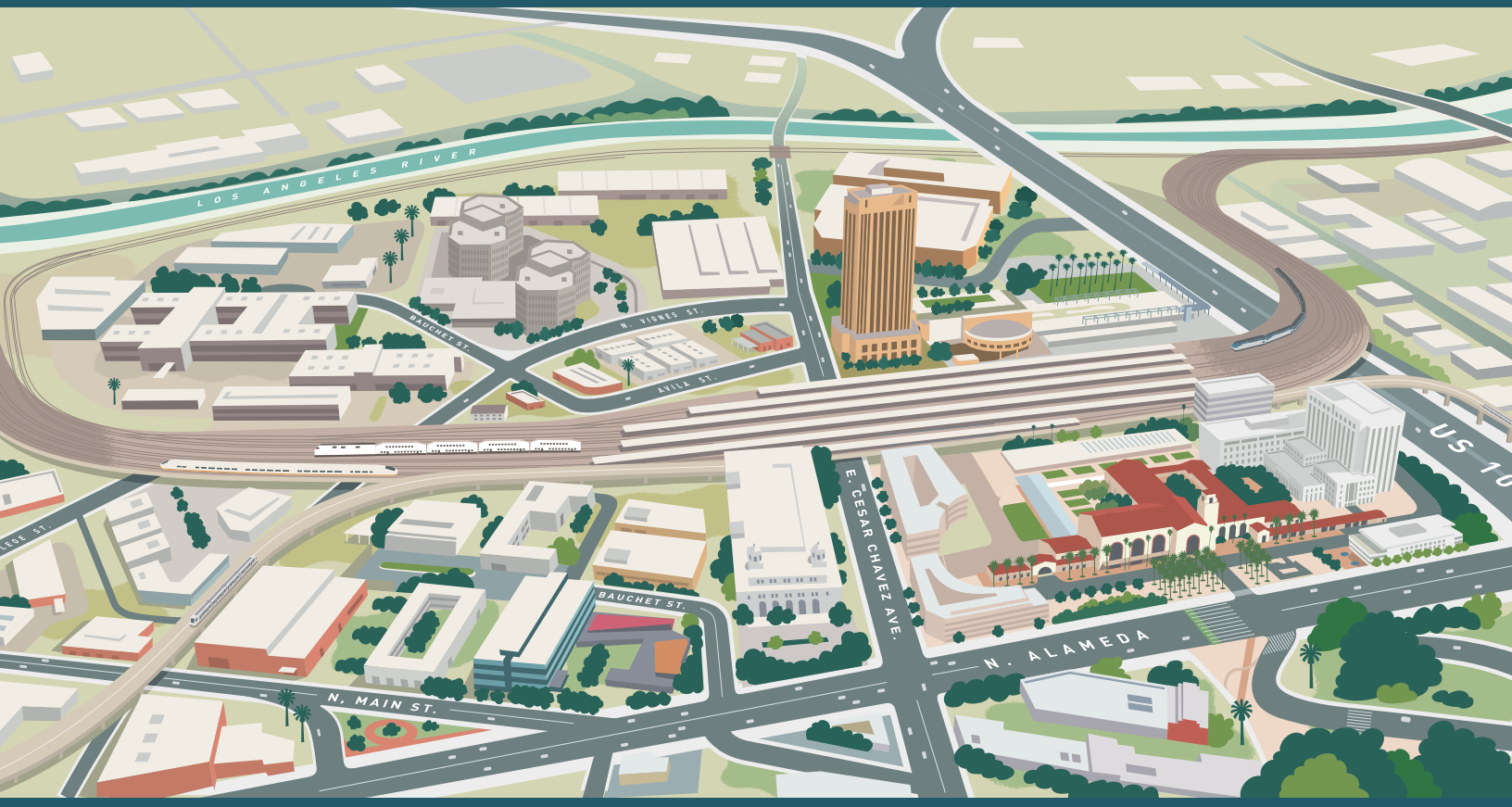
Los Angeles County
Metropolitan Transportation Authority

Link Union Station

Final Cultural Resource Reports

January 2026



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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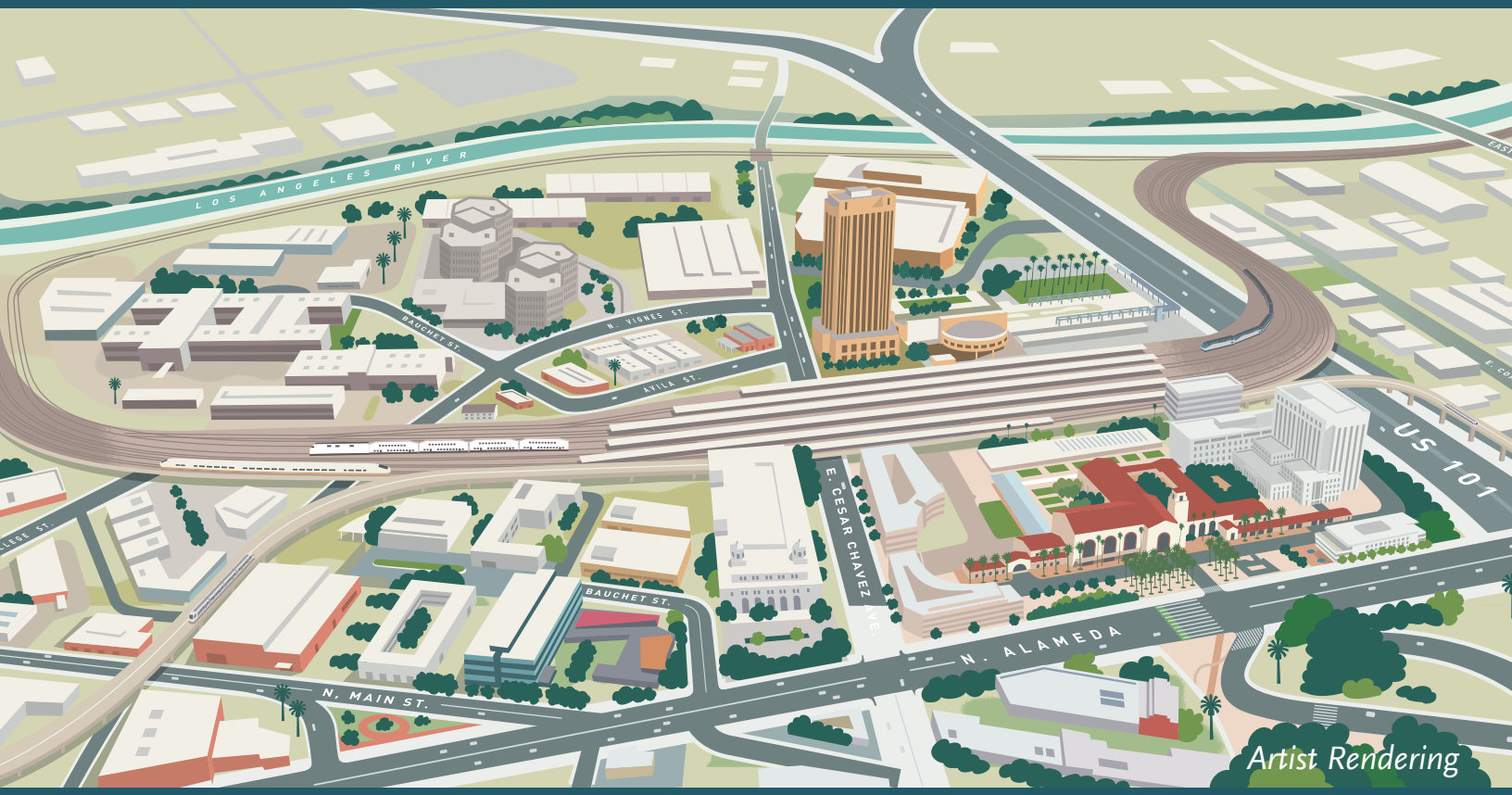
Link Union Station

Historic Property Survey Report

July 2018



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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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6.0 References

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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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Attachment A

Area of Potential Effects Maps

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Figure 1. Link US Project Vicinity

Metro

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LEGEND

- Area of Potential Effects
- Historic Property discussed in HPSR and FOE
- CEQA Only Historical Resource
- Detail Map Index

FIGURE 2
AREA OF POTENTIAL EFFECTS OVERVIEW

0 Feet 2,000

0 Meters 500

Metro

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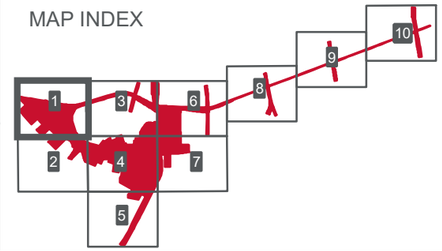

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Proposed Track
- Additional Track (Alt 2)
- Additional Area of Direct Impacts (Alt 2)
- Additional Temporary Impacts (Alt 2)
- 1 Los Angeles Department of Water and Power - Main Street Center
- 2 William Mead Homes- 1300 Cardinal St.
- 3 Mission Tower - 1436 Alhambra

FIGURE 3-A
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

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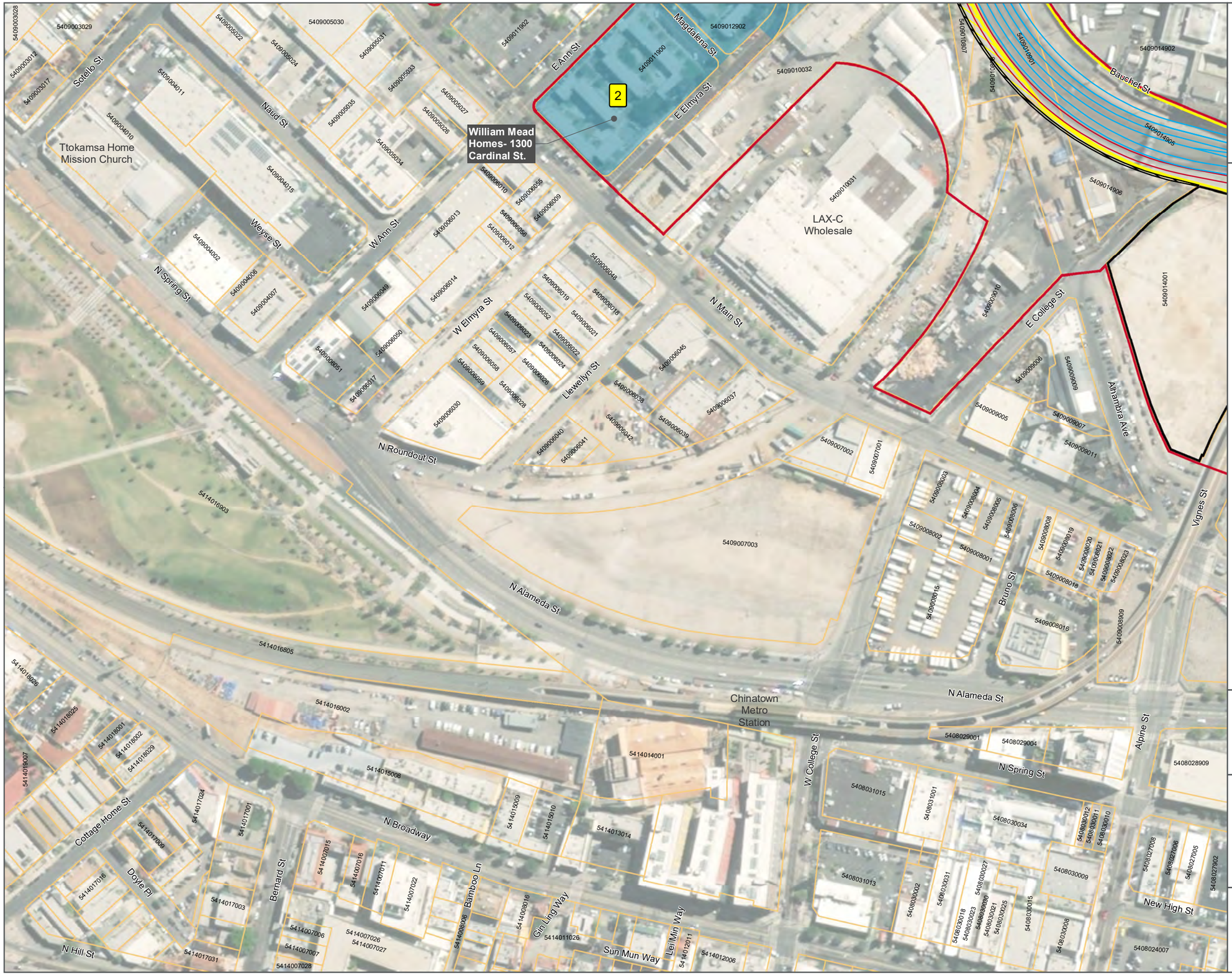

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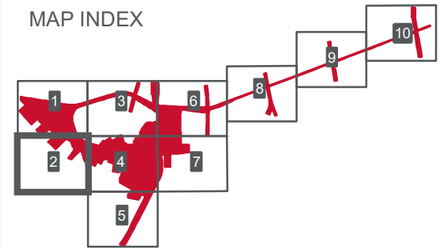

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc.
- Proposed Track
- Additional Track (Alt 2)
- Additional Area of Direct Impacts (Alt 2)
- Additional Temporary Impacts (Alt 2)
- 2 William Mead Homes- 1300 Cardinal St.

FIGURE 3-B
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

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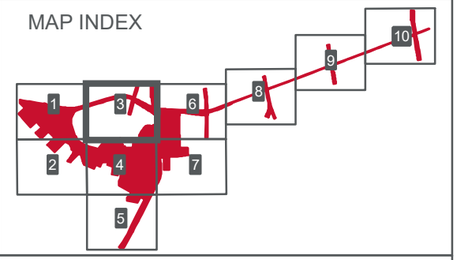

LEGEND

- Area of Potential Effects
- Historic Property
- CEQA Only Historical Resource
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc.
- Proposed Track
- 10 Cesar Chavez Ave. Viaduct (Macy St. Viaduct) - Bridge# 53C 0130
- 12 U.S. 101 Bridge over the Los Angeles River (Aliso Street Bridge)- Bridge# 53 0405
- 30 Denny's Restaurant 530 Ramirez Street

FIGURE 3-C
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

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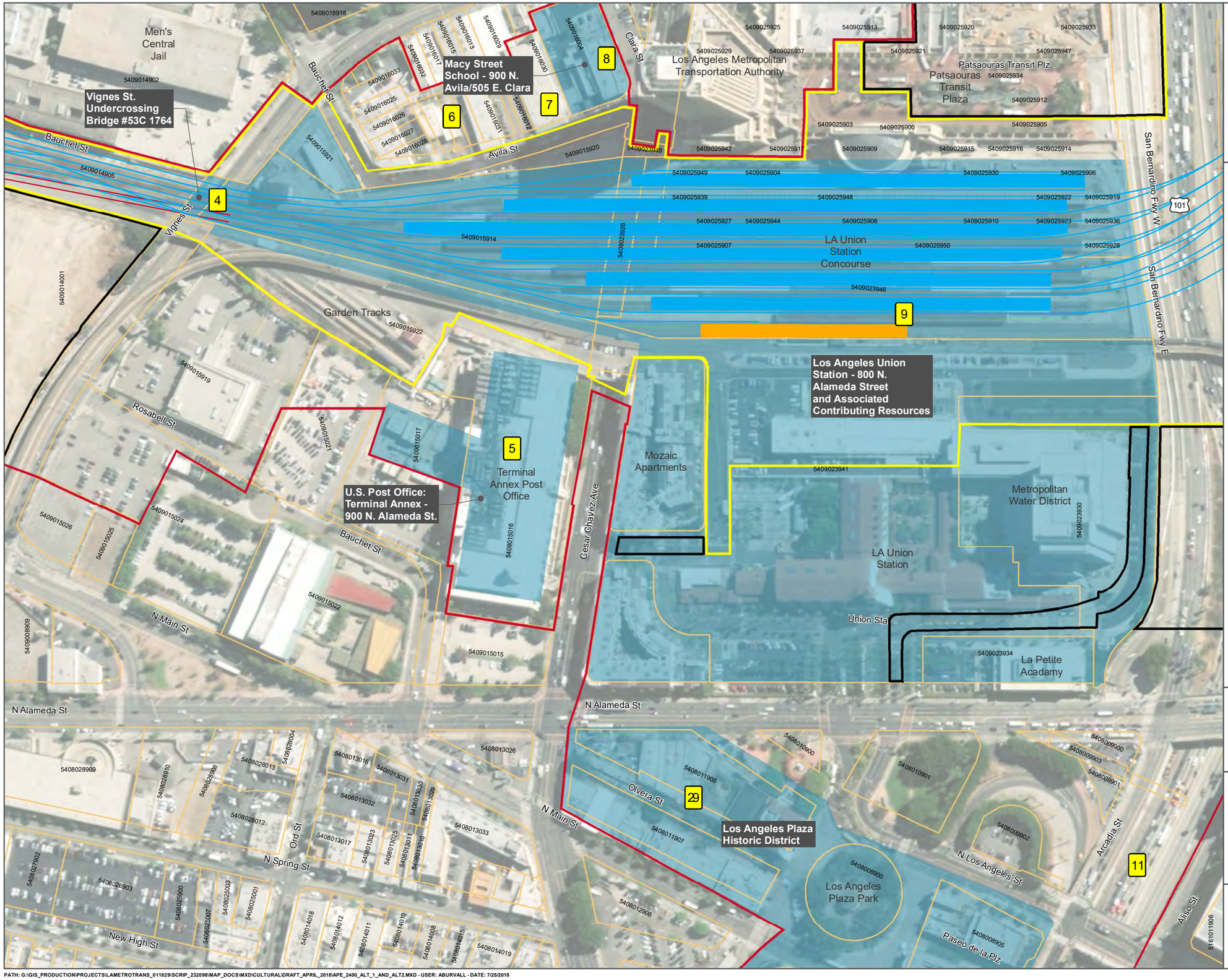

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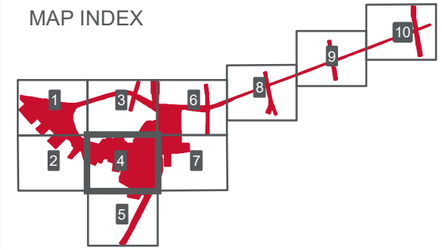

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc.
- Proposed Track
- Additional Track (Alt 2)
- Gold Line Platform
- Regional/Intercity Rail Platform
- 4 Vignes St. Undercrossing
- 5 U.S. Post Office: Terminal Annex - 900 N. Alameda St.
- 6 Gonzalez Candle Shop- Manufacturing Building - 940 N. Avila St.
- 7 Interstate Rubber Company - 908 N. Avila St.
- 8 Macy Street School - 900 N. Avila/505 E. Clara
- 9 Los Angeles Union Station - 800 N. Alameda Street and Associated Contributing Resources
- 11 U.S. 101 Freeway, Grand Ave. to Lyon St. (The Slot)
- 29 Los Angeles Plaza Historic District

FIGURE 3-D
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

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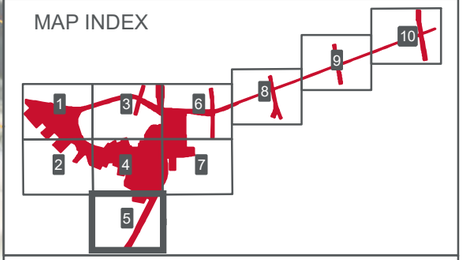

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- 11 U.S. 101 Freeway, Grand Ave. to Lyon St. (The Slot)
- 29 Los Angeles Plaza Historic District

FIGURE 3-E
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

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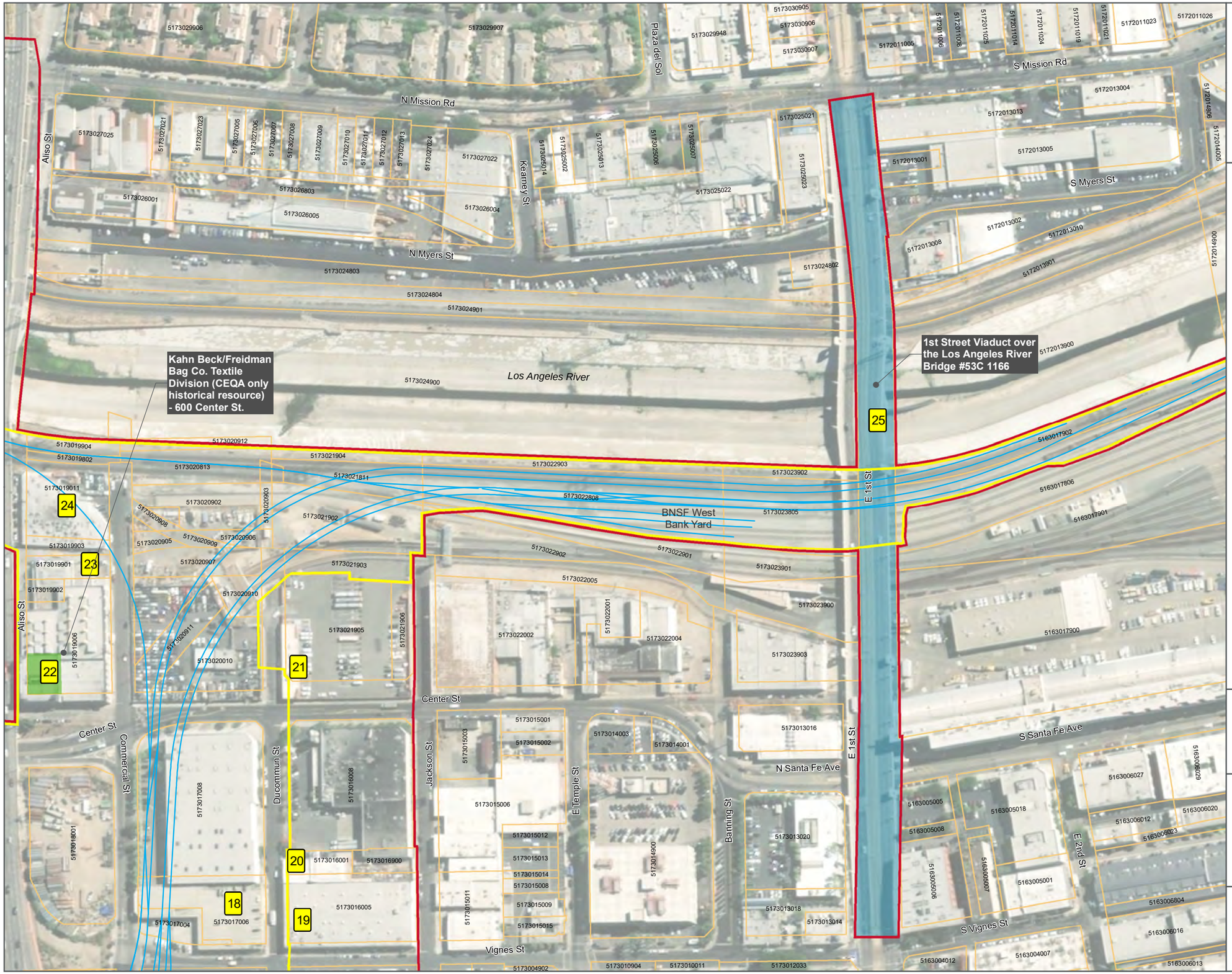

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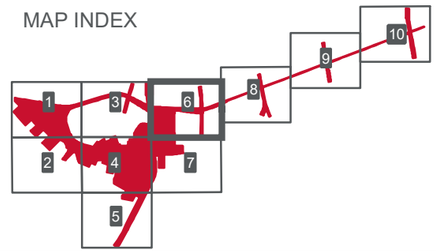

LEGEND

- Area of Potential Effects
- Historic Property
- CEQA Only Historical Resource
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Proposed Track

18 Friedman Bag Company, North Building - 711 Ducommun St.

19 Friedman Bag Company, South Building. - 706 Ducommun St.

20 Los Angeles Casing Company. - 710 to 714 Ducommun St.

21 Manley Oil Co.; Southern California Gas Co. - 410 Center St.

22 Kahn Beck/Freidman Bag Co. Textile Division (CEQA only historical resource) - 600 Center St.

23 New York Junk Company - 825 Commercial St.

24 Amay's Bakery and Noodle Company- 837 Commercial St.

25 1st St. Viaduct- Bridge # 53C 1166

FIGURE 3-F
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

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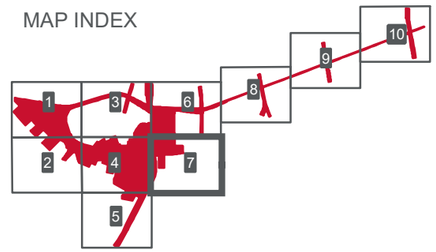


LEGEND

- Area of Potential Effects
- Historic Property
- CEQA Only Historical Resource
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc.
- Proposed Track

11 U.S. 101 Freeway, Grand Ave. to Lyon St. (The Slot)

13 American Warehouse and Realty Company- 430 Commercial St

14 Maier Brewing Company - 620 Commercial St.

15 Friedman Bag Co. - 500 Garey St.

16 Thomas R. Barabee Store and Warehouse (CEQA only historical resource) - 615 Ducommun St.

17 LAUD District H Operation - 611 Jackson St.

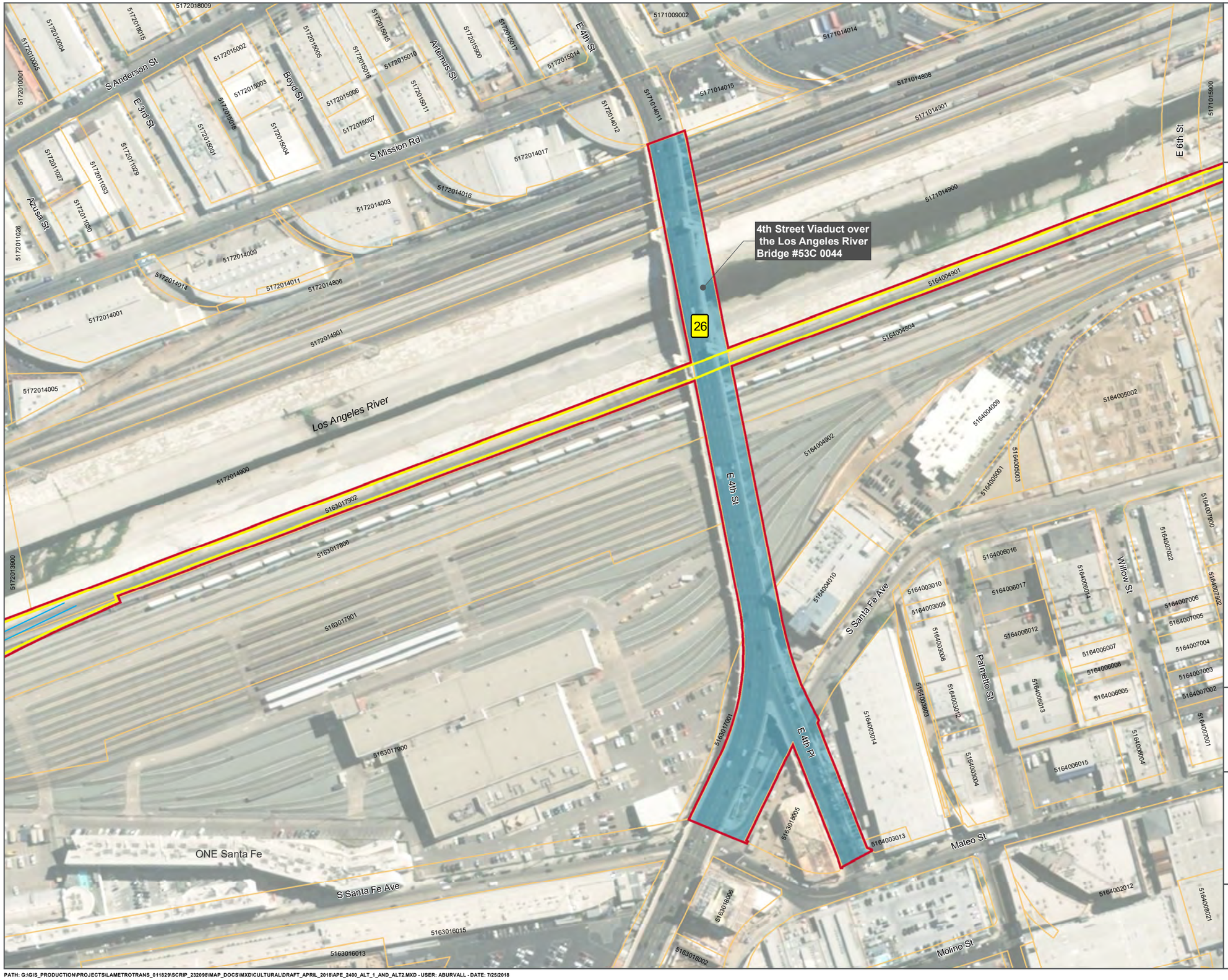
FIGURE 3-G
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

PATH: G:\GIS_PRODUCTION\PROJECTS\LAMETROTRANS_011829\SCRIP_232098\MAP_DOCS\MXD\CULTURAL\DRAFT_APRIL_2018\APE_2400_ALT_1_AND_ALT2.MXD - USER: ABURVALL - DATE: 7/25/2018



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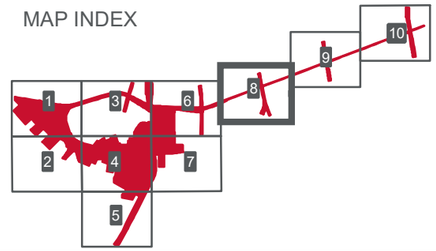


LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- Proposed Track
- 26 — 4th St. Viaduct- Bridge # 53C 0044

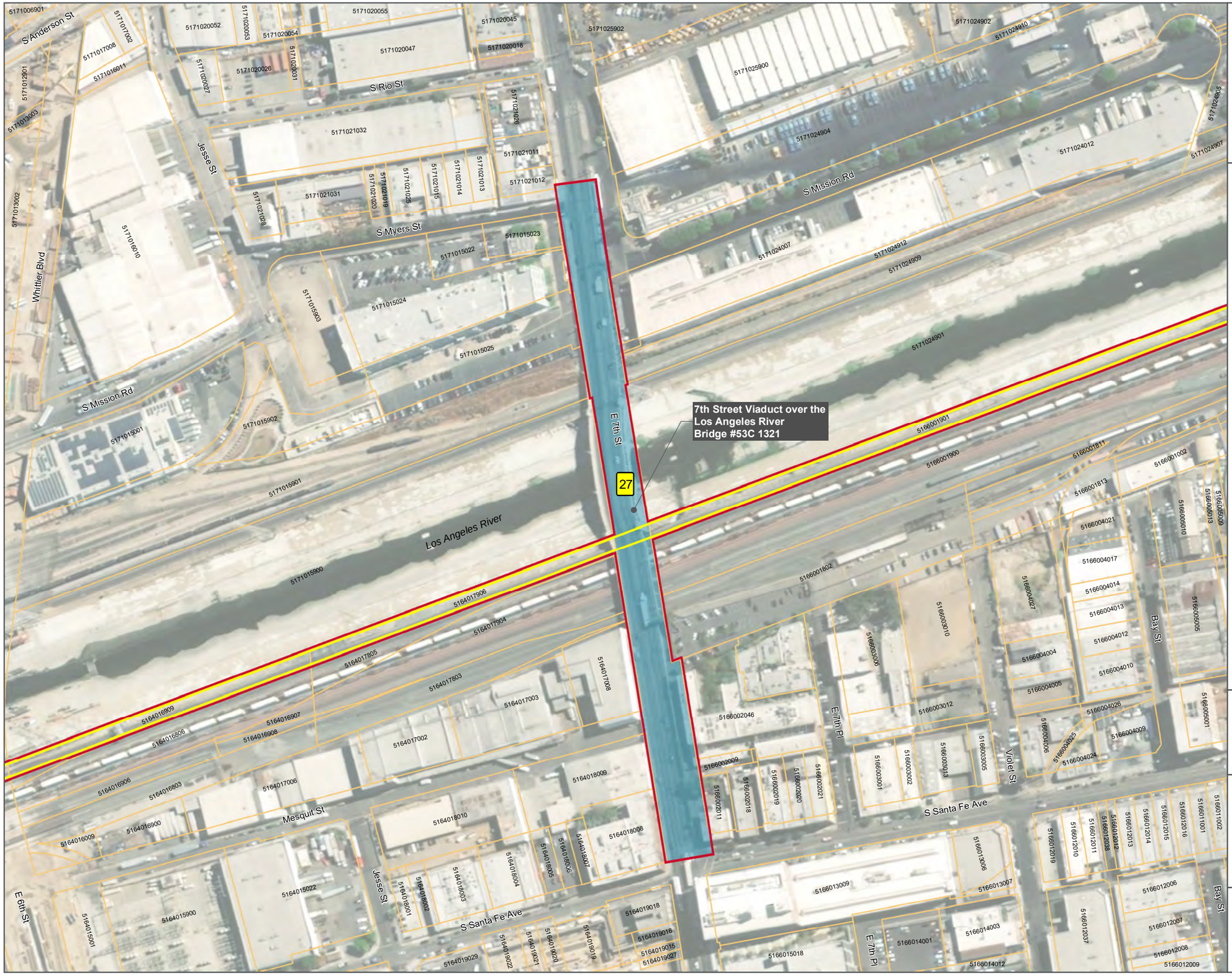
FIGURE 3-H
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

PATH: G:\GIS_PRODUCTION\PROJECTS\LAMETROTRANS_011829\SCRIP_232098\MAP_DOCS\MXD\CULTURAL\DRAFT_APRIL_2018\APE_2400_ALT_1_AND_ALT2.MXD - USER: ABURVALL - DATE: 7/25/2018



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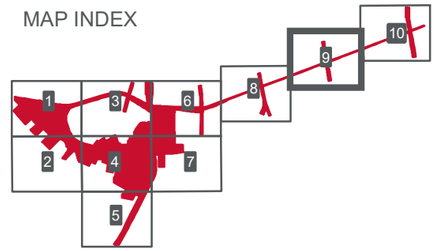


LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Direct Impacts

27 7th St. Viaduct- Bridge # 53C 1321

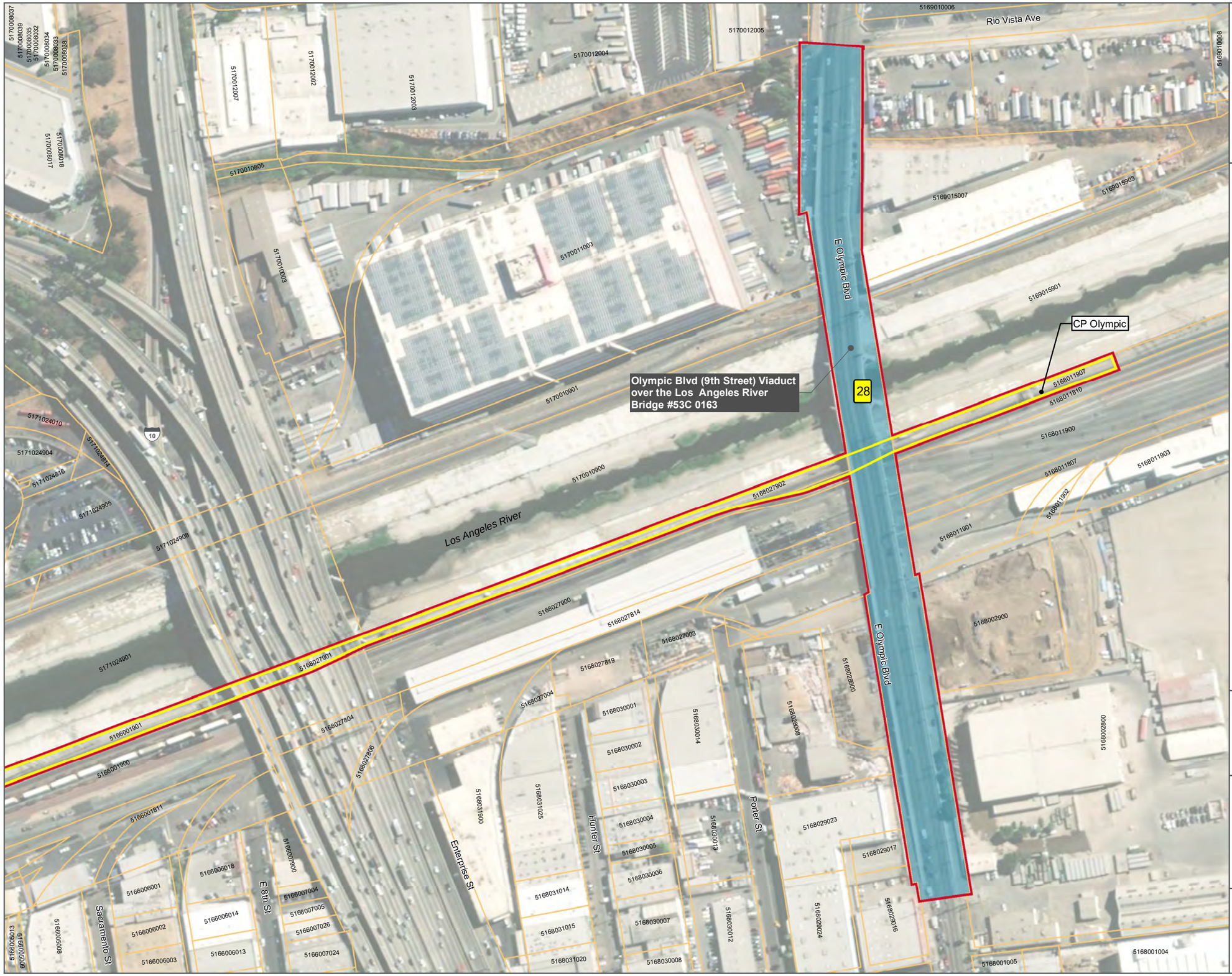
FIGURE 3-I
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

PATH: G:\GIS_PRODUCTION\PROJECTS\LAMETROTRANS_011829\SCRIP_232098\MAP_DOCS\MXD\CULTURAL\DRAFT_APRIL_2018\APE_2400_ALT_1_AND_ALT2.MXD - USER: ABURVALL - DATE: 7/25/2018



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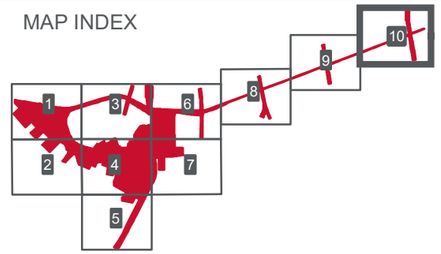


LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Direct Impacts
- 28 Olympic Blvd. Viaduct (9th St. Viaduct) - Bridge # 53C 0163

FIGURE 3-J
AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

Metro

PATH: G:\GIS_PRODUCTION\PROJECTS\LAMETROTRANS_011829\SCRIP_232098\MAP_DOCS\MXD\CULTURAL\DRAFT_APRIL_2018\APE_2400_ALT_1_AND_ALT2.MXD - USER: ABURVALL - DATE: 7/25/2018

Figure 4A. Construction Depth Map – Build Alternative 1

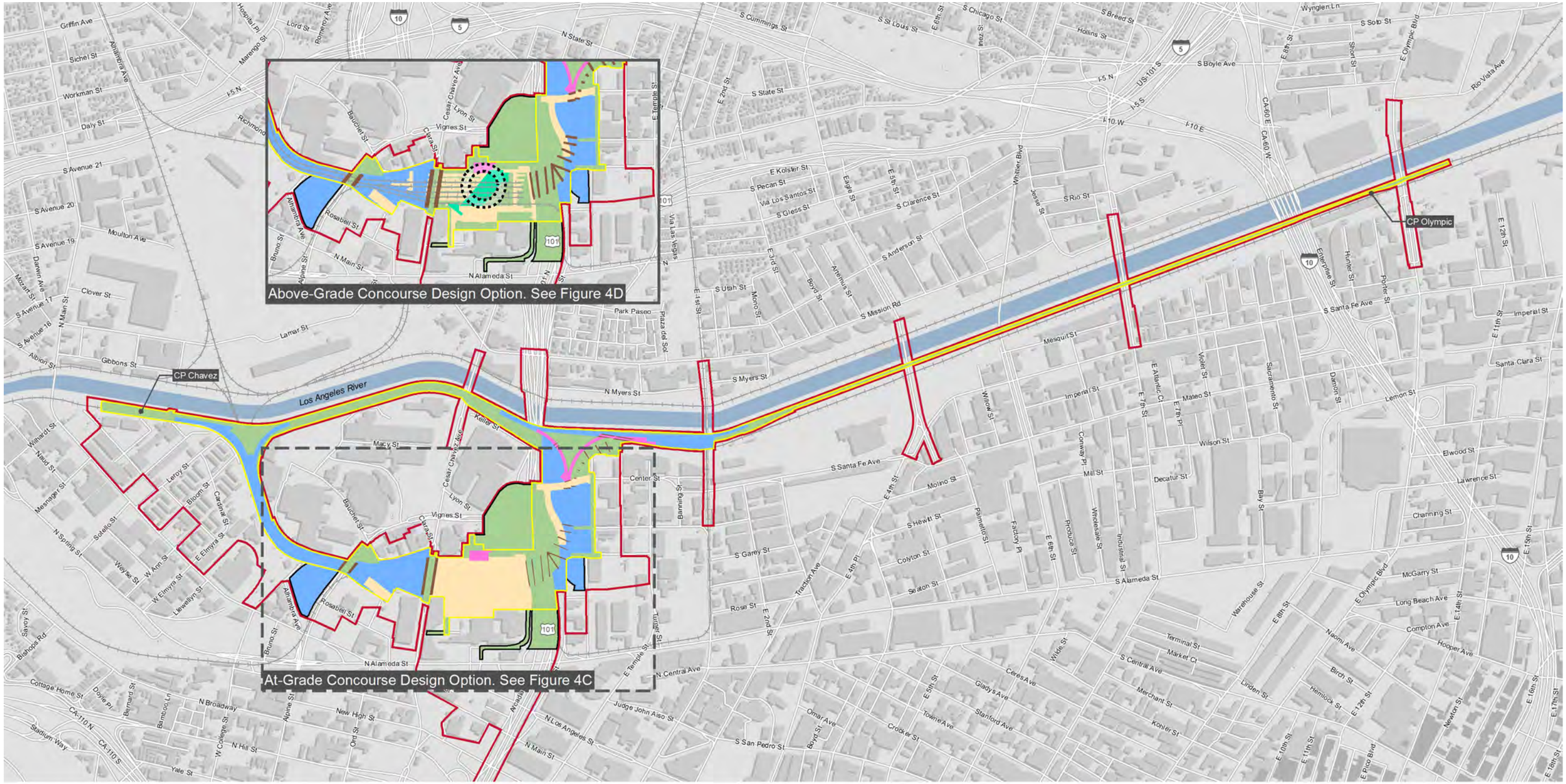
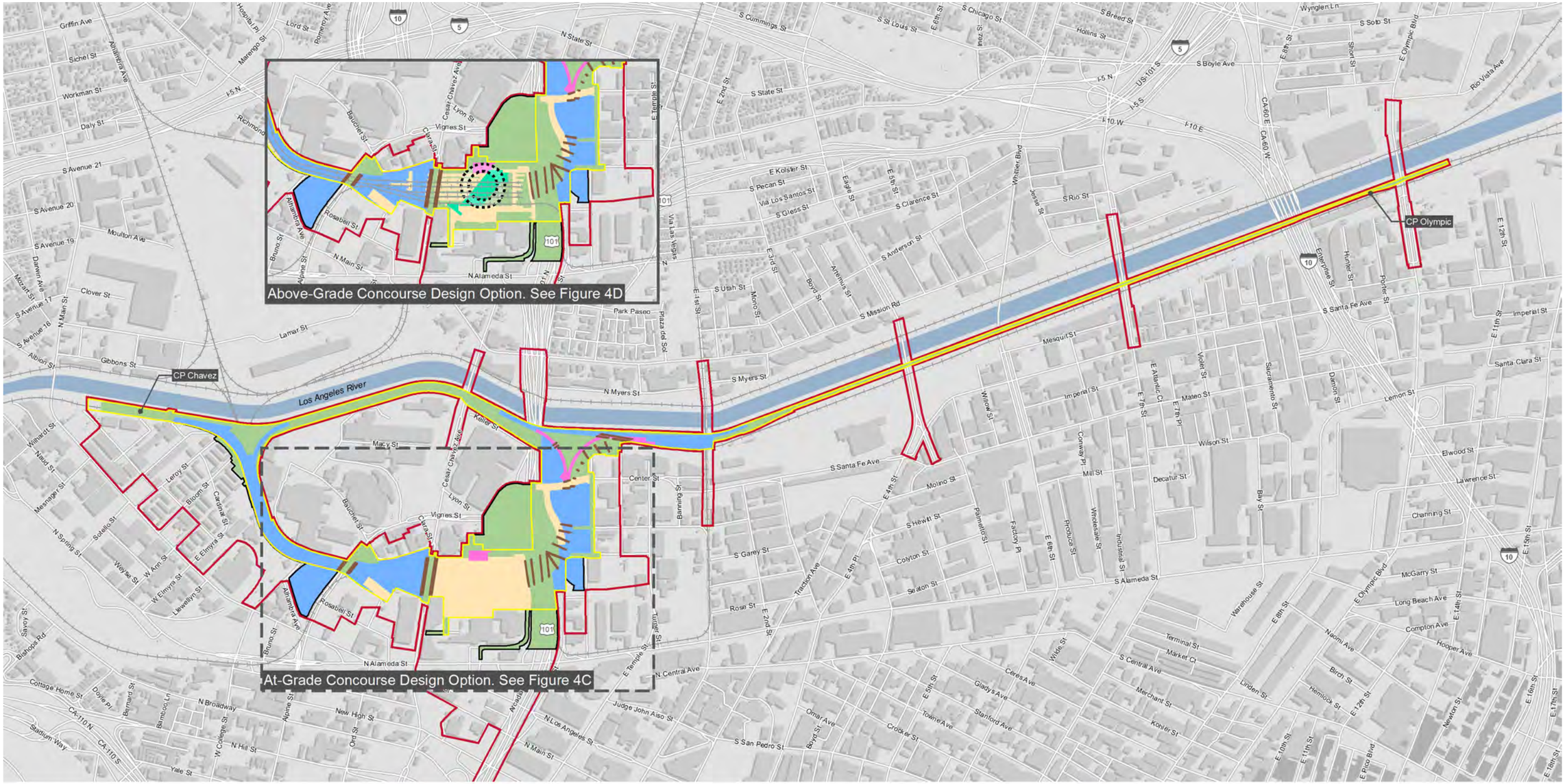


Figure 4B. Construction Depth Map – Build Alternative 2



LEGEND

- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, TCE, etc.
- Area of Potential Effects

Construction Depth

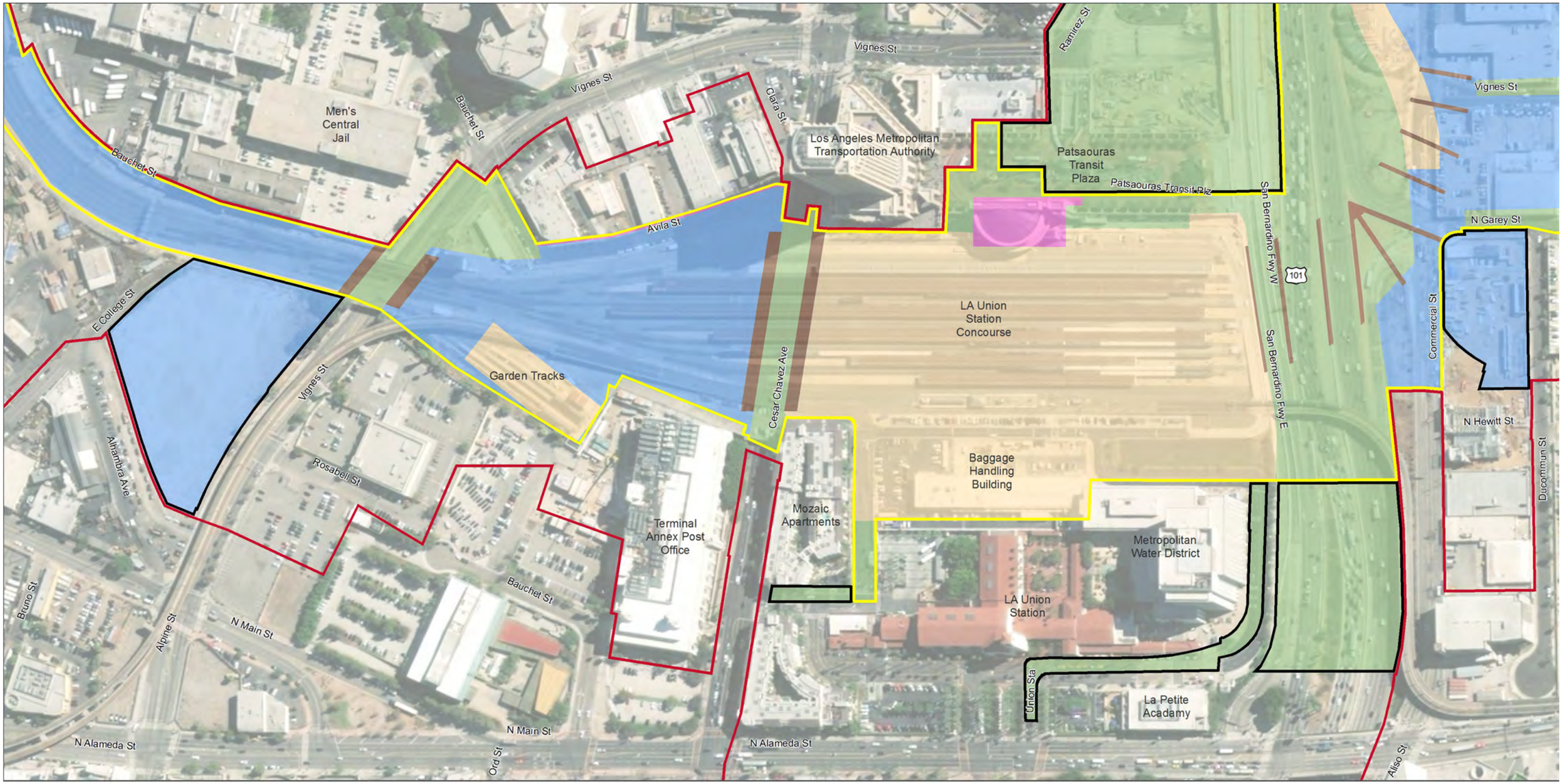
- 0 ft
- 0-5 ft
- 0-10 ft
- 0-20 ft
- 0-60 ft
- 0-100 ft

Above Ground Concourse Area, Supporting Piles (0-100 ft) will be distributed in this Area

Metro

0 Feet 1,000

Figure 4C. Construction Depth Map Station Detail – At-Grade Concourse Design Option



LEGEND

- Area of Potential Effects
- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, TCE, etc.

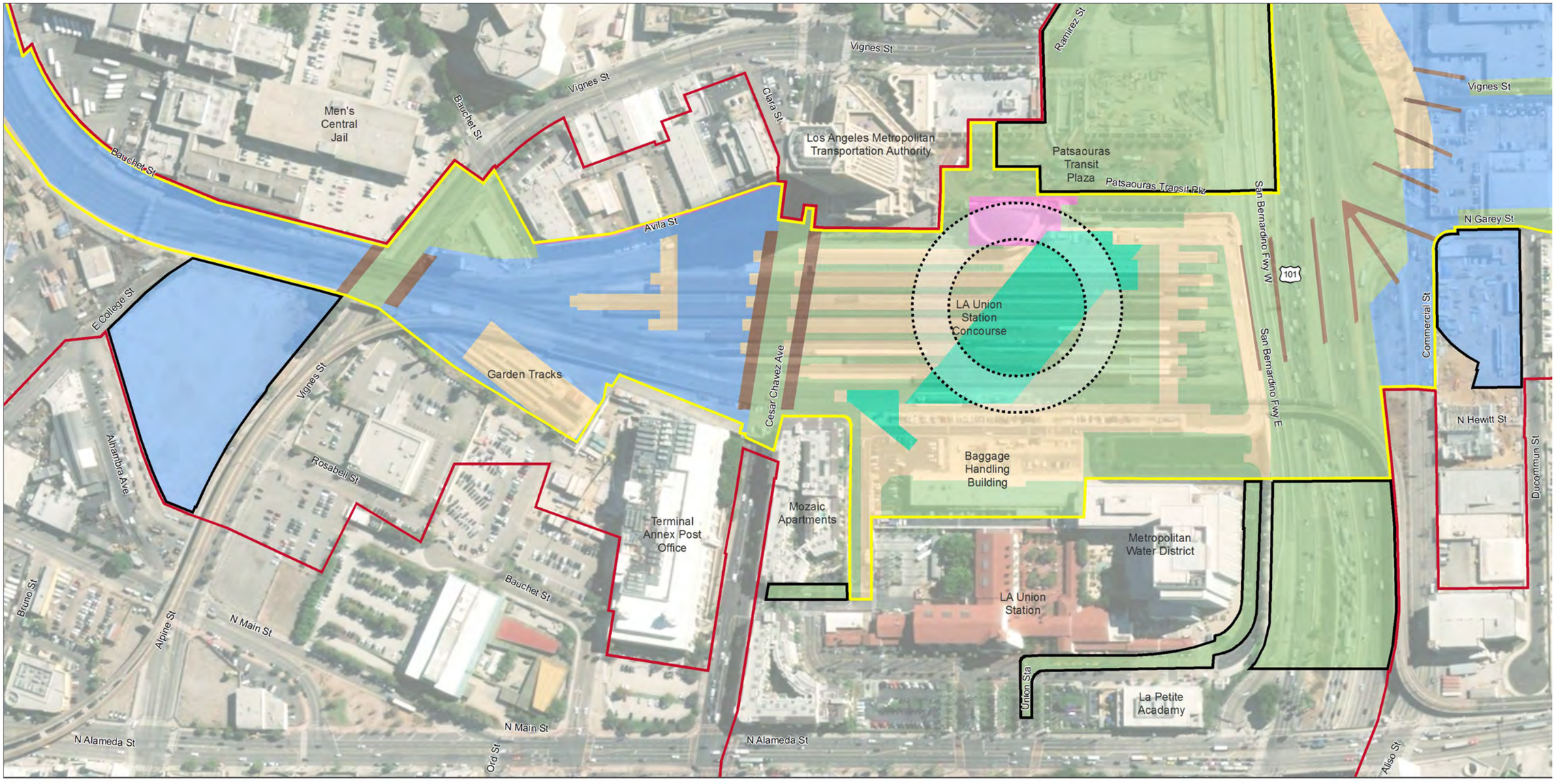
Construction Depth

- 0 ft
- 0-5 ft
- 0-10 ft
- 0-20 ft
- 0-100 ft

Metro

0 Feet 200

Figure 4D. Construction Depth Map Station Detail – Above-Grade Concourse Design Option



LEGEND

- Area of Potential Effects
- Area of Direct Impacts
- Temporary Impacts: Staging, Access Roads, TCE, etc.

Construction Depth

- 0 ft
- 0-5 ft
- 0-10 ft
- 0-20 ft
- 0-60 ft
- 0-100 ft

Above Ground Concourse Area, Supporting Piles (0-100 ft) will be distributed in this Area

Metro

0 Feet 200

Attachment B

California Historic Bridge Inventory sheet

B.1 53C 0044, 4th Street Viaduct (Map Reference #26)

B.2 53C 0130, Los Angeles River (Cesar Chavez Avenue Viaduct) (Map Reference #10)

B.3 53C 0131, Cesar Chavez UP (Part of LAUS, Map Reference #9)

B.4 53C 0163, Olympic Boulevard OH (Map Reference #28)

B.5 53C 1166, First St BOH (Map Reference #25)

B.6 53C 1321, Seventh St BOH (BNSF, UP RR) (Map Reference #27)

B.7 53C 1764, Vignes Street (UP RR) Underpass (Map Reference #4) (Note: the Vignes Street Underpass is being re-evaluated for Link US)

B.8 53 2673, Los Angeles River BOH (Built 1989, no map reference number assigned because it achieved significance within the last 50 years)

B.9 53 0405, Los Angeles River BOH (Map Reference #12)

B.10 53 2975, US101 UP/Eastside Underpass LRT (Built 2007, no map reference number because it achieved significance within the last 50 years)

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Structure Maintenance & Investigations

Historical Significance - Local Agency Bridges

May 2016

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0007	EAST FORK SAN GABRIEL RIVER	3.7 MI E SAN GABRL CYN RD	5. Bridge not eligible for NRHP	1936	
53C0008	GRAVEYARD CYN CRK	2.7MI E/O SAN GABRL CN RD	5. Bridge not eligible for NRHP	1942	1966
53C0009	BOUTON CREEK	0.1 MI S/O ATHERTON ST	5. Bridge not eligible for NRHP	1955	
53C0011	SOTO STREET SOH (UP RR)	0.6 MI NORTH OF FWY 10	5. Bridge not eligible for NRHP	1936	
53C0018	LA RIV / DEFOREST AVE	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1952	
53C0019	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0020	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0022	RIVO ALTO CANAL	0.1MI E/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0023	RIVO ALTO CANAL	0.2MI W/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0024	RIVO ALTO CANAL	0.1MI S/O 2ND ST	5. Bridge not eligible for NRHP	1953	
53C0025	RIVO ALTO CANAL	400FT S/O THE TOLEDO E	5. Bridge not eligible for NRHP	1968	
53C0026	RIVO ALTO CANAL	400FT S/O THE TOLEDO W	5. Bridge not eligible for NRHP	1976	
53C0028	ALAMITOS BAY CHANNEL	1.3MI W/O PACIFIC C HWY	5. Bridge not eligible for NRHP	1967	
53C0031	LOS ANGELES RIVER	0.1 MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1958	1971
53C0032	SAN GABRIEL RIV	0.1MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1916	1950
53C0033	WALNUT CREEK	AT VALINDA AVENUE	5. Bridge not eligible for NRHP	1961	1964
53C0034	ALHAMBRA WASH	100FT S/O GARVEY AVE	5. Bridge not eligible for NRHP	1935	1955
53C0035	NATIONAL BLVD (UP RR) UP	BET SNTA MNCA BL-EXPO BL	5. Bridge not eligible for NRHP	1965	
53C0036	UPRR	0.1MI W/O SAN GAB FWY	5. Bridge not eligible for NRHP	1964	
53C0037	AVENUE 26 (METROLINK) UP	0.5 MI NW PASADENA AVE	4. Historical Significance not determined	1930	
53C0038	DALY AVENUE OH	0.2 MI S/O MAIN STREET	5. Bridge not eligible for NRHP	1982	
53C0042	LOS ANGELES RIV	400FT E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1951	1974
53C0044	4TH ST VIADUCT (SANTA FE AVE)	OVER LA RIVER	2. Bridge is eligible for NRHP	1930	
53C0045	BEVERLY/GLENDALE SEPARATION	0.4 MI WEST 110 FWY	2. Bridge is eligible for NRHP	1942	
53C0046	LOS FELIZ ROAD (UP RR) UNDERPASS	BTW CITY OF GNDL/SENECA A	5. Bridge not eligible for NRHP	1960	
53C0052	ARROYO SECO	0.1 MI SOUTH OF S.R.110	2. Bridge is eligible for NRHP	1940	
53C0053	ARROYO SECO	50' E STATE RTE 110	2. Bridge is eligible for NRHP	1940	
53C0054	BIG DALTON WASH	0.1 MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1956	
53C0055	SAN GABRIEL RIVER	0.4 MI W/O SAN GBRL FWY	5. Bridge not eligible for NRHP	1952	1972
53C0057	SAN GABRIEL RIV	0.2MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1937	
53C0058	SAN FERNANDO BLVD (UP RR) UP	3/8 MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0059	SAN FERNANDO BLVD	0.3MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0062	LOS ANGELES RIVER	0.25 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1955	2002
53C0063	LOS ANGELES RIVER	0.05 MI S. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	
53C0065	ENTRANCE CHAN, SPTCO	0.9MI E/O SR-47 FWY	5. Bridge not eligible for NRHP	1968	
53C0067	ANAHEIM STREET PUC	0.1 MI E/O GAFFEY ST	5. Bridge not eligible for NRHP	1945	
53C0069	SANTA CLARA RIVER SPTC	6MI SW/O ANTELOPE FWY	5. Bridge not eligible for NRHP	1952	
53C0070	SAN GABRIEL RIV NF	0.1MI E/O SAN GBL CYN RD	5. Bridge not eligible for NRHP	1949	
53C0071	LOS ANGELES RIV	0.3MI W/O WESTERN AVE	5. Bridge not eligible for NRHP	1948	
53C0072	SAN GABRIEL RIVER	0.5 MI E SAN GAB RIV FWY	5. Bridge not eligible for NRHP	1949	
53C0075	SUNSET BLVD OC	0.2 MI SE OF FOUNTAIN AVE	5. Bridge not eligible for NRHP	1929	
53C0076	WEST BRANCH TUJUNGA WASH	RADFORD AVE & GENTRY AV	5. Bridge not eligible for NRHP	1951	2008
53C0077	COMPTON CRK	1.0MI N/O DEL AMO BLVD	5. Bridge not eligible for NRHP	1950	

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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0077	COMPTON CREEK	1 MI N/O DEL AMO BLVD	5. Bridge not eligible for NRHP	1950	
53C0079	SAN GABRIEL RIVER	1/4 MI W SN GAB RV FWY	5. Bridge not eligible for NRHP	1951	
53C0080	SAN GABRIEL RIVER	0.2 MI W SAN GAB RIV FWY	5. Bridge not eligible for NRHP	1951	
53C0081	SAN GABRIEL RIVER	0.3 N SAN GAB RIV FRWY	5. Bridge not eligible for NRHP	1951	
53C0082	SAN GABRIEL RIVER	0.2 W SAN GAB RIV FRWY	5. Bridge not eligible for NRHP	1953	
53C0083	SAN GABRIEL RIVER	1/4 MI W SAN GAB RIV FWY	5. Bridge not eligible for NRHP	1952	1972
53C0084	SAN GABRIEL RIVER BOH (BNSF)	.75MI WST OF 605 FREEWAY	5. Bridge not eligible for NRHP	1958	1964
53C0085	RIO HONDO	1 MI W PARAMOUNT BLVD	5. Bridge not eligible for NRHP	1953	1975
53C0087	RIO HONDO	0.3 MI E SANTA ANA FRWY	5. Bridge not eligible for NRHP	1954	
53C0088	SAW PIT WASH	1/2 MI S LIVE OAK AVE	5. Bridge not eligible for NRHP	1960	
53C0089	SAN GABRIEL RIVER	0.5 MI W SN GABRIEL FWY	5. Bridge not eligible for NRHP	1952	1972
53C0094	FREMONT AVE UP	INTERSTATE ROUTE 10	5. Bridge not eligible for NRHP	1952	1972
53C0096	LOS ANGELES RIVER	0.1 M NE FWY 5	2. Bridge is eligible for NRHP	1927	
53C0097	6TH STREET UP	INTERSTATE ROUTE 10	5. Bridge not eligible for NRHP	1953	1972
53C0098	GARFIELD AVENUE UP	AT INTERSTATE RTE 10	5. Bridge not eligible for NRHP	1953	1972
53C0099	NEW AVENUE (METROLINK) UP	AT INTERSTATE RTE 10	5. Bridge not eligible for NRHP	1953	1972
53C0100	DEL MAR AVE UNDERPASS	AT SAN BERNARDINO FWY	5. Bridge not eligible for NRHP	1953	1973
53C0101	SAN GABRIEL BLVD (UP RR) UP	AT SAN BERNARDINO FWY	5. Bridge not eligible for NRHP	1953	1972
53C0102	WALNUT GROVE AV UNDERPASS	AT SAN BERNARDINO FWY	5. Bridge not eligible for NRHP	1953	1973
53C0104	MEDEA CREEK	0.3 MI E KANAN RD	5. Bridge not eligible for NRHP	1920	1926
53C0106	SAN GABRIEL RIV & FRT RD	0.5 MI W SAN GBRL RIV FY	5. Bridge not eligible for NRHP	1952	1971
53C0107	ARROYO BL & ARROYO SECO	0.5 MI E/O SAN RAFAEL AVE	1. Bridge is on NRHP	1913	1993
53C0109	4TH ST	0.1 MI N SNTA MONICA FWY	5. Bridge not eligible for NRHP	1965	
53C0114	VIOLIN CREEK	1 MI N LAKE HUGHES ROAD	5. Bridge not eligible for NRHP	1930	
53C0122	WASHINGTON BLVD (UP RR) OH	0.2 MI W SAN GAB R FWY	5. Bridge not eligible for NRHP	1954	
53C0124	WESTBOUND BUSWAY OC	1/2 MI S VALLEY BLVD	5. Bridge not eligible for NRHP	1956	1972
53C0125	4TH ST VIADUCT (FLOWER ST)	BTWN HOPE ST & HARBOR FY	5. Bridge not eligible for NRHP	1956	
53C0126	EATON WASH	0.2 MI W BALDWIN AVE	5. Bridge not eligible for NRHP	1955	
53C0128	CHARTER OAK WASH	1/8MI E OF CITRUS ST	5. Bridge not eligible for NRHP	1956	1972
53C0130	LOS ANGELES RIVER	0.2 MI W/O FWY 10	2. Bridge is eligible for NRHP	1926	
53C0131	CESAR E CHAVEZ UP	0.2 MI EAST ALAMEDA ST	1. Bridge is on NRHP	1937	
53C0132	BALLONA CREEK	0.13 MI S/O VENICE BLVD	5. Bridge not eligible for NRHP	1962	
53C0134	SEP GLENDALE BL & SUNSET BLVD	0.17 M E. ALVARADO STREET	5. Bridge not eligible for NRHP	1934	
53C0135L	DOMINGUEZ CHANNEL	0.3 MI N SAN DIEGO FRY	5. Bridge not eligible for NRHP	1963	
53C0135R	DOMINGUEZ CHANNEL	0.3 MI N SAN DIEGO FRY	5. Bridge not eligible for NRHP	1963	
53C0136	SILVER LAKE BLVD UC	100 M N OF PARKMAN	2. Bridge is eligible for NRHP	1934	
53C0138	SAN JOSE CREEK (PECK RD) UP	1/4 MI NW WORKMAN MILL RD	5. Bridge not eligible for NRHP	1962	
53C0139	SAN GABRIEL RIVER	0.3 MI E OF STUDEBAKER RD	5. Bridge not eligible for NRHP	1964	
53C0140	HOPE STREET OC	AT 4TH STREET	5. Bridge not eligible for NRHP	1969	
53C0142	GARVEY AVE / FREMONT AVE SEPARATION	0.8 MI W ATLANTIC BLVD	5. Bridge not eligible for NRHP	1934	
53C0143	GARVEY AVE / MONTEREY PASS RD SEPARATION	0.7 MI W ATLANTIC BLVD	5. Bridge not eligible for NRHP	1934	
53C0147	ALHAMBRA WASH	100' W/O SAN GABRIEL BLVD	5. Bridge not eligible for NRHP	1935	
53C0149	COYOTE CREEK	0.8 MI E VALLEY VIEW AVE	5. Bridge not eligible for NRHP	1950	

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53C0151	FIRST STREET OC	0.4 MI SW/O US 101	5. Bridge not eligible for NRHP	1940	1971
53C0153	SEP. FIGUEROA ST / TEMPLE ST	0.1 M SE FWY 110	5. Bridge not eligible for NRHP	1940	
53C0154	TELEGRAPH ROAD (BNSF) UP	0.1 MI W GARFIELD AVE	5. Bridge not eligible for NRHP	1925	2001
53C0156	RIO HONDO RIVER	0.5MI W/O PARAMOUNT BLVD	5. Bridge not eligible for NRHP	1951	1959
53C0157	SAN GABRIEL RIV	0.1MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1961	
53C0158	LOS ANGELES RIV	0.3MI S/O FLORENCE AVE	5. Bridge not eligible for NRHP	1939	
53C0159	LOS ANGELES RIV	0.1MI W/O I-710 FWY	5. Bridge not eligible for NRHP	1940	
53C0160	RIVERSIDE DRIVE OH	100' W/O SAN FERNANDO RD	5. Bridge not eligible for NRHP	1939	
53C0161	FRANKLIN AVE BRIDGE	0.1 W/O ST GEORGE ST	2. Bridge is eligible for NRHP	1925	
53C0163	OLYMPIC BOULEVARD OH	0.3 MI W/O SOTO STREET	2. Bridge is eligible for NRHP	1925	
53C0164	SEPULVEDA BLVD TUNNEL	AT MULHOLLAND DR	2. Bridge is eligible for NRHP	1929	
53C0166	RIO HONDO	300FT E/O GARFIELD AVE	5. Bridge not eligible for NRHP	1951	1978
53C0168	BONSALL AVE	0.3MI W/O SAN DIEGO FWY	5. Bridge not eligible for NRHP	1957	
53C0172	EATON WASH	0.2 MI W BALDWIN AVE	5. Bridge not eligible for NRHP	1956	
53C0174	BURBANK WESTERN CHAN	0.3MI S/O I-5 FWY	5. Bridge not eligible for NRHP	1949	
53C0178	SP/UP RR	0.5MI E/O HACIENDA BLVD	5. Bridge not eligible for NRHP	1957	
53C0183	SIERRA HIGHWAY OH	0.1 MI EAST OF I-5	5. Bridge not eligible for NRHP	1911	1934
53C0185	LOS ANGELES RIV	0.5MI S/O ALONDRA BLVD	5. Bridge not eligible for NRHP	1937	
53C0190L	LOS ANGELES RIV	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1951	1972
53C0190R	LOS ANGELES RIV	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1951	1972
53C0191	WALNUT CRK	100FT S/O I-10 FWY	5. Bridge not eligible for NRHP	1975	
53C0192	PARAMOUNT BLVD (BNSF) UP	5/8 MI S WASHINGTON BLVD	5. Bridge not eligible for NRHP	1958	
53C0193	GARVEY AVE (UP RR) UP	1/4 MI E VALLEY BLVD	5. Bridge not eligible for NRHP	1933	
53C0198	LAKE ST / SPTCO	300FT W/O I-5 FWY	5. Bridge not eligible for NRHP	1958	
53C0200	MAGNOLIA BLVD	1/8 MI W GOLDEN STATE FRY	5. Bridge not eligible for NRHP	1949	1959
53C0201	OLIVE AVE FRG RD	1/8 MI W GOLDEN STATE FRY	5. Bridge not eligible for NRHP	1949	1959
53C0202	SPRING ST UC	1/4 MI W/O LAKEWOOD BLVD	5. Bridge not eligible for NRHP	1978	
53C0203	N FK COYOTE CREEK	0.3MI W/O VALLEY VIEW AVE	5. Bridge not eligible for NRHP	1959	
53C0208	SPTCO	1/2 MI S WILLOW ST	5. Bridge not eligible for NRHP	1932	
53C0209	MARINE STAD AND APPIAN	0.3MI W/O PACFC CST HWY	5. Bridge not eligible for NRHP	1955	
53C0210	LOS CERRITOS DRAIN	300FT W/O STUDEBAKER RD	5. Bridge not eligible for NRHP	1984	
53C0211	LOS CERRITOS CHANNEL	0.3MI W/O STUDEBAKER RD	5. Bridge not eligible for NRHP	1956	
53C0214	LOS CERRITOS DRAINAGE CHANNEL	150' SOUTH OF SPRING ST	5. Bridge not eligible for NRHP	1954	
53C0215	LOS CERITOS DRAIN	400FT W/O PALO VERDE AVE	5. Bridge not eligible for NRHP	1954	1966
53C0216	LOS CERITOS DRN CHANNEL	250FT S/O WILLOW ST	5. Bridge not eligible for NRHP	1956	
53C0218	LOS CERRITOS DRA CHAN BR	100FT S/O SPRING ST	5. Bridge not eligible for NRHP	1954	1977
53C0219	PALO VERDE DRAIN	50&#39 W/O PALO VERDE AV	5. Bridge not eligible for NRHP	1953	
53C0220	LOS CERRITOS DRAINAGE CH	0.2 MI W BELLFLOWER BLVD	5. Bridge not eligible for NRHP	1963	
53C0221	LOS CERRITOS DRAINAGE CH	0.3MI E/O CLARK AVE	5. Bridge not eligible for NRHP	1962	
53C0226	VERDUGO WA	0.1MI N/O US-101 FWY	5. Bridge not eligible for NRHP	1939	
53C0227	LOS CERRITOS DR CHANNEL	0.4 MI W BELLFLOWER BL	5. Bridge not eligible for NRHP	1963	
53C0229	LOS CERRITOS DRAIN CHANN	0.4 MI W BELLFLOWER BL	5. Bridge not eligible for NRHP	1963	
53C0230	CLARK AVE DRAIN	5/8 MI E OF LAKEWOOD BLVD	5. Bridge not eligible for NRHP	1977	

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53C1123	CENTURY BLVD (BNSF) UP	20' WEST AVIATION BLVD	5. Bridge not eligible for NRHP	1968	
53C1125	TUJUNGA WASH	0.1 MI E COLDWTER CYN AVE	5. Bridge not eligible for NRHP	1951	
53C1126	TUJUNGA WASH	BTW GDLAND AVE/CLDWTR CYN	5. Bridge not eligible for NRHP	1957	
53C1127	SAWTELLE-WESTWOOD CH	0.15 MI E/O MCLAUGHLIN AV	5. Bridge not eligible for NRHP	1948	
53C1131M	EAST CANYON CHANNEL	0.1 MI SW OF RTE 5	5. Bridge not eligible for NRHP	1967	
53C1132	SANTA SUSANA CREEK	0.2 MI W Topanga Cyn Bl	5. Bridge not eligible for NRHP	1964	
53C1134	BROWNS CANYON CREEK	0.4 MI W DE SOTO AVE	5. Bridge not eligible for NRHP	1972	
53C1136	BULL CREEK	SWINTON AVE/GOTHIC AVE	5. Bridge not eligible for NRHP	1956	
53C1137	SIDEHILL VIADUCT	0.05 MI EAST OF PCH	5. Bridge not eligible for NRHP	1954	
53C1138	LOS ANGELES RIVER	0.7 MI S/O US 101	5. Bridge not eligible for NRHP	1951	1967
53C1139	TUJUNGA WASH	AT COLDWATER CANYON AVE	5. Bridge not eligible for NRHP	1951	1967
53C1142	HAINES CANYON CHANNEL	AT COMMERCE AVE	5. Bridge not eligible for NRHP	1938	
53C1144	LOS ANGELES RIVER	0.3 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	2006
53C1145	LIMEKILM CHANNEL	0.2 MI N NORDOFF ST	5. Bridge not eligible for NRHP	1964	
53C1146	LIMKILN CHANNEL	0.05 M S/O LASSEN ST	5. Bridge not eligible for NRHP	1966	
53C1147	SEPULVEDA CHANNEL	0.35 MI SW FWY405	5. Bridge not eligible for NRHP	1951	
53C1149	212TH STREET DRAIN	212TH STREET	5. Bridge not eligible for NRHP	1959	
53C1150	BROWNS CANYON WASH	0.3 MI S PARTHENIA ST	5. Bridge not eligible for NRHP	1972	
53C1151	LOS ANGELES RIVER	0.2 MI N VANOWEN ST	5. Bridge not eligible for NRHP	1958	2002
53C1152	PACOIMA DIVERSION CHNL (ARLETA AVE)	30 M E. OF DEVONSHIRE ST	5. Bridge not eligible for NRHP	1952	1969
53C1153	SANTA SUSANA CREEK	50' W VALLEY CIRCLE BLVD	5. Bridge not eligible for NRHP	1967	
53C1157	SANTA MONICA CANYON CHANNEL	0.1 MI NORTH ESPARTA WAY	5. Bridge not eligible for NRHP	1962	
53C1159	SANTA MONICA CANYON CHANNEL	W CHNNL RD & 0.4 M NE PCH	5. Bridge not eligible for NRHP	1952	
53C1161	CALABASAS CREEK	0.35 M N/O BURBANK BLVD	5. Bridge not eligible for NRHP	1961	
53C1162	DAYTON CREEK	AT SATICOY ST	5. Bridge not eligible for NRHP	1964	
53C1163	BELL CREEK	0.3 MI N/O VANOWEN AVE	5. Bridge not eligible for NRHP	1963	
53C1164	FERN DELL CREEK	0.7 MI N HOLLYWOOD BLVD	5. Bridge not eligible for NRHP	1923	
53C1165	FIGUEROA STREET POC	BETWEEN 4TH ST & 5TH ST	5. Bridge not eligible for NRHP	1977	
53C1166	FIRST ST BOH	0.5 MI W/O FWY 101	2. Bridge is eligible for NRHP	1929	2011
53C1167	FLETCHER DRIVE UP	0.15 M SW SAN FERNANDO RD	5. Bridge not eligible for NRHP	1962	
53C1168	FLOWER STREET POC	BETWEEN 3RD ST & 4TH ST	5. Bridge not eligible for NRHP	1976	
53C1170	4TH STREET RAMP 'A' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1171	4TH STREET ACCESS RAMP	E/O HOPE ST	5. Bridge not eligible for NRHP	1972	
53C1172	4TH STREET RAMP 'C' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1173	4TH STREET RAMP 'D' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1175	E. CANYON CHANNEL (FOX ST)	BETWN RTE 5 & SHARP AVE	5. Bridge not eligible for NRHP	1967	
53C1176	LOS ANGELES RIVER	VLYHT DR N & VLYHT DR S	5. Bridge not eligible for NRHP	1951	2004
53C1177	SANTA SUSANA CREEK	W VALLEY CIRCLE BLVD	5. Bridge not eligible for NRHP	1971	
53C1179	WAVERLEY DRIVE OC	0.15 SW/O FWY 5	2. Bridge is eligible for NRHP	1927	
53C1181	TUJUNGA WASH	0.19 MI N OF TRUESDALE	5. Bridge not eligible for NRHP	1953	2009
53C1182	GLENOAKS CULVERT	0.2 MI N OF TRUESDALE	5. Bridge not eligible for NRHP	1952	
53C1183	BURBANK WEST CHNL (GLENOAKS)	ROSCOE BLVD	5. Bridge not eligible for NRHP	1962	
53C1184	GRAND AVENUE VIADUCT	AT 4TH ST. KOSCIUSZKO WA	5. Bridge not eligible for NRHP	1975	1996

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53C1316	PACOIMA WASH	0.3 MI W VAN NUYS BLVD	5. Bridge not eligible for NRHP	1933	1972
53C1317	SECOND PLACE OC	BTWN HOPE ST & FLOWER ST	5. Bridge not eligible for NRHP	1968	
53C1318	2ND STREET TUNNEL	BETW HILL ST& FIGUEROA ST	5. Bridge not eligible for NRHP	1920	
53C1321	SEVENTH ST BOH (BNSF, UP RR)	0.3 MI W/O US 101	2. Bridge is eligible for NRHP	1927	
53C1322	TUJUNGA WASH	BTW VARNA AV/ WOODMAN AVE	5. Bridge not eligible for NRHP	1952	1968
53C1323	DAYTON CREEK	0.2 MI E/O FALLBROOK AVE	5. Bridge not eligible for NRHP	1963	
53C1324	SHERMAN WAY UP	0.15 M E. LAUREL CYN BLVD	5. Bridge not eligible for NRHP	1964	
53C1325	CALABASAS CREEK	0.2 S/O VICTORY BLVD	5. Bridge not eligible for NRHP	1964	1971
53C1326	SANTA SUSANA CREEK	0.64 KM S/O LASSEN ST	5. Bridge not eligible for NRHP	1967	
53C1327	SANTA SUSANA CREEK	0.3 M S. VALLEY CIRCLE BL	5. Bridge not eligible for NRHP	1967	
53C1330	ALISO CREEK	0.05 MI E/O WILBUR AVE	5. Bridge not eligible for NRHP	1952	2006
53C1331	HANSEN HEIGHTS CHNL (SUNLAND BLVD)	AT SUNLAND PARK DR.	5. Bridge not eligible for NRHP	1963	
53C1334	LIMEKILN CHANNEL	0.25 M S/O NORDHOFF ST	5. Bridge not eligible for NRHP	1971	
53C1335	LOS ANGELES RIVER	0.1 MI N/O VICTORY BLVD	5. Bridge not eligible for NRHP	1957	2012
53C1336	TEMPLE STREET OC	AT SILVER LAKE BLVD	5. Bridge not eligible for NRHP	1934	
53C1337	TEMPLE STREET POC	BTW LOS ANGLES ST&MAIN S	5. Bridge not eligible for NRHP	1975	
53C1338	3RD STREET POC	50' EAST OF FIGUEROA ST	5. Bridge not eligible for NRHP	1976	
53C1339	THIRD STREET TUNNEL	BETW HILL ST& FIGUEROA ST	5. Bridge not eligible for NRHP	1901	1984
53C1340	BALLONA CREEK	0.2 MI N WASHINGTON BLVD	5. Bridge not eligible for NRHP	1974	
53C1341	LOS ANGELES RIVER	BTWN DILING ST & VNTRA B	5. Bridge not eligible for NRHP	1949	2008
53C1342	SANTA SUSANA CREEK	0.2 MI W/O TOPANGA CANYON	5. Bridge not eligible for NRHP	1967	
53C1344	TUXFORD STREET UP	AT SAN FERNANDO ROAD	5. Bridge not eligible for NRHP	1968	
53C1351	CALABASAS CREEK	0.3 MI N/O US 101	5. Bridge not eligible for NRHP	1962	
53C1352	BELL CREEK	0.2 M N/O VANOWEN ST	5. Bridge not eligible for NRHP	1963	
53C1353	LOS ANGELES RIVER	200' NORTH OF US-101	5. Bridge not eligible for NRHP	1952	
53C1354	PACOIMA WASH	BTW COVELLO ST/VALERIO ST	5. Bridge not eligible for NRHP	1948	1986
53C1355	PACOIMA DIVERSON CHANNEL	0.1 MI S/W ARLETA AVE	5. Bridge not eligible for NRHP	1954	2007
53C1357	CALABASAS CREEK	0.1 E/O TOPANGA CYN BLVD	5. Bridge not eligible for NRHP	1964	
53C1358	SOUTH BRANCH BELL CREEK	0.25 W/O FALLBROOK AVE	5. Bridge not eligible for NRHP	1949	1957
53C1359	TUJUNGA WASH	AT FULTON AVE	5. Bridge not eligible for NRHP	1951	1971
53C1360	ALISO CREEK	0.1 M E/O WILBUR AVE	5. Bridge not eligible for NRHP	1954	2006
53C1361	BULL CREEK	0.2 MI EAST BALBOA BLVD	5. Bridge not eligible for NRHP	1954	
53C1362	LOS ANGELES RIVER	0.1 MI E MASON AVE	5. Bridge not eligible for NRHP	1958	
53C1363	BROWNS CREEK	SN FER MIS BL & CHAT ST	5. Bridge not eligible for NRHP	1973	
53C1365	BELL CREEK (SOUTH FORK)	0.1 MI E/O PLATT AVE	5. Bridge not eligible for NRHP	1959	
53C1366	CALABASAS CREEK	0.4 M W/O SR-27(TOPANGA)	5. Bridge not eligible for NRHP	1966	
53C1367	BULL CREEK	BTW PETIT AV & FORBES AV	5. Bridge not eligible for NRHP	1955	1959
53C1369	LOS ANGELES RIVER	0.2 M W/O LINDLEY AVE.,	5. Bridge not eligible for NRHP	1963	
53C1370	TUJUNGA WASH	BTW MORSE AV & ETHEL AV	5. Bridge not eligible for NRHP	1952	1986
53C1372	VINEDALE ST. BRIDGE	.07 MI EAST OF GLENOAKS B	5. Bridge not eligible for NRHP	1960	
53C1374	LOS ANGELES RIVER	0.2 MI NORTH VENTURA BLVD	5. Bridge not eligible for NRHP	1930	1971
53C1375	LOS ANGELES RIVER	0.2 MI WEST OF SOTO ST	2. Bridge is eligible for NRHP	1931	
53C1378	HAINES CANYON CHANNEL	0.2 MI W ORO VISTA AVE	5. Bridge not eligible for NRHP	1936	

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53C1731	PASADENA PLAZA POC	0.1 MI S COLORADO BLVD	5. Bridge not eligible for NRHP	1980	
53C1732	PASADENA PLAZA POC	200' W/O LOS ROBLES AVE	5. Bridge not eligible for NRHP	1980	
53C1733	5TH STREET POC	30' WEST OF FLOWER ST	5. Bridge not eligible for NRHP	1978	
53C1734	FLOWER STREET POC	100' S/O 4TH ST	5. Bridge not eligible for NRHP	1979	
53C1736	UNNAMED WASH	0.2 MI N VENTURA FWY	5. Bridge not eligible for NRHP	1940	
53C1737	4TH STREET POC	BTW FLOWER ST&FIGUEROA S	5. Bridge not eligible for NRHP	1977	
53C1739	OLYMPIC BLVD POC	0.05 MI EAST OF MAIN ST	5. Bridge not eligible for NRHP	1981	
53C1740	FIGUEROA STREET POC	0.05 MI NORTH 3RD ST	5. Bridge not eligible for NRHP	1980	
53C1741	RUBIO WASH	0.1 MI S/O LAS TUNAS BLVD	5. Bridge not eligible for NRHP	1935	
53C1743	ARTESIA BLVD OH (UPRR & MTA)	0.3 MI W ALAMEDA ST	5. Bridge not eligible for NRHP	1974	
53C1744	ARTESIA BLVD SOH	0.3 W SANTA FE AVE	5. Bridge not eligible for NRHP	1956	
53C1745	EAST COMPTON CREEK	0.1 MI N 91 FWY	5. Bridge not eligible for NRHP	1952	
53C1749	WILSON CANYON CREEK	FOOTHILL BL & POLK ST	5. Bridge not eligible for NRHP	1962	
53C1750	CHARTER OAK WASH	0.3 MI W BARRANCA AVE	5. Bridge not eligible for NRHP	1966	
53C1751	LIMEKILN CHANNEL WEST BRANCH	0.25 M N/O NORDHOFF ST	5. Bridge not eligible for NRHP	1979	
53C1753	WINNETKA CHANNEL	50' E WINNETKA AVE	5. Bridge not eligible for NRHP	1963	
53C1755	LIMEKILN CREEK CHANNEL	0.15 M W/O CORBIN AVE	5. Bridge not eligible for NRHP	1982	
53C1756	LIMEKILN CANYON WASH	0.1 W/O CORBIN AVE	5. Bridge not eligible for NRHP	1982	
53C1758	GRANADA CHANNEL	LASSEN ST & SUPERIOR ST	5. Bridge not eligible for NRHP	1957	
53C1759	GRANADA CHANNEL	HAVNHRST AV & RUFNER AV	5. Bridge not eligible for NRHP	1972	
53C1760	BIG TUJUNGA WASH	600 ' N BIG TUJUNGA CYN R	5. Bridge not eligible for NRHP	1971	
53C1762	BULL CREEK	BALBOA & RUFFNER AV	5. Bridge not eligible for NRHP	1955	
53C1763	VERMONT CANYON ROAD TUNNEL	1.3 MI N/O LOS FELIZ BLVD	5. Bridge not eligible for NRHP	1920	
53C1764	VIGNES STREET (UP RR) UNDERPASS	0.2 MI NW CESAR CHAVEZ AV	5. Bridge not eligible for NRHP	1938	
53C1766	PALMS JUNIOR HIGH PUC	GLENDON AVE & KELTON AVE	5. Bridge not eligible for NRHP	1953	
53C1767	SANTA MONICA CANYON CHANNEL	0.1 M W MANDEVILLE CANYON	5. Bridge not eligible for NRHP	1966	
53C1770	COCA COLA CONVEYOR POC	0.1 MI EAST CENTRAL AVE	5. Bridge not eligible for NRHP	1967	
53C1771	CITY HALL EAST TUNNEL	100 FT S/O TEMPLE ST	5. Bridge not eligible for NRHP	1971	
53C1772	MISSION ROAD OH (METROLINK)	1/4 MI NE CESAR CHAVEZ AV	5. Bridge not eligible for NRHP	1930	
53C1773	SUNSET PLAZA SIDEHILL VIADUCT	1.5 MI N OF SUNSET BLVD	5. Bridge not eligible for NRHP	1956	
53C1776	SOLEMINT OH (UP RR)	0.5 MI S/O SOLEDAD CYN RD	5. Bridge not eligible for NRHP	1968	2008
53C1777L	SANTA CLARA RIVER	0.3 MI S SOLEDAD CYN RD	5. Bridge not eligible for NRHP	1938	
53C1777R	SANTA CLARA RIVER	0.3 MI S SOLEDAD CYN RD	5. Bridge not eligible for NRHP	1968	
53C1779	BALDWIN HILLS PARK RD OC	2.8 KM N/O SLAUSON AVE	5. Bridge not eligible for NRHP	1985	
53C1780	CIVIC CENTER MALL PUC	50' EAST OF MAIN ST	5. Bridge not eligible for NRHP	1975	
53C1785	PICKENS CANYON CHANNEL	0.1 MI E/O BRIGGS AVE	5. Bridge not eligible for NRHP	1935	
53C1786	VERDUGO WASH	1.3 MI N/O VENTURA FWY	5. Bridge not eligible for NRHP	1933	1938
53C1787	VERDUGO WASH	0.1 MI S/O VERDUGO RD	5. Bridge not eligible for NRHP	1933	
53C1790	SYCAMORE STREET OC	1/4 MI N/O SANTA ANA FRWY	5. Bridge not eligible for NRHP	1983	
53C1791	GREENWOOD AVE UP	1/4 MI N SANTA ANA FRWY	5. Bridge not eligible for NRHP	1983	
53C1792	ALDER CREEK	4.1 MI E ANGELES FORST HY	5. Bridge not eligible for NRHP	1983	
53C1793	MILL CREEK BR	150' E ANGELES FOREST HWY	5. Bridge not eligible for NRHP	1982	
53C1794	UNKNOWN WASH	1/4 MI N POMONA FRWY	5. Bridge not eligible for NRHP	1981	

Structure Maintenance & Investigations

Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2622M	CITY TERRACE DRAIN	07-LA-010S-17.65-LA	5. Bridge not eligible for NRHP	1942	
53 2626	UNION PACIFIC OH	07-LA-103-0.07-LA	5. Bridge not eligible for NRHP	1947	
53 2627	ANAHEIM STREET OH	07-LA-103-0.90-LA	5. Bridge not eligible for NRHP	1947	
53 2634	ALISO CREEK CULVERT	07-LA-118-R6.38-LA	5. Bridge not eligible for NRHP	1980	
53 2635	WESTBOUND BUSWAY UP	07-LA-010S-28.26-EMTE	5. Bridge not eligible for NRHP	1955	1972
53 2636	LAFC ACCESS ROAD	07-LA-010S-28.32-EMTE	5. Bridge not eligible for NRHP	1972	
53 2637	RIO HONDO BUSWAY	07-LA-010S-28.33-EMTE	5. Bridge not eligible for NRHP	1972	
53 2638	KINGSTON AVENUE POC	07-LA-010S-18.65-LA	5. Bridge not eligible for NRHP	1974	
53 2639	STATE COLLEGE POC	07-LA-010S-21.20-LA	5. Bridge not eligible for NRHP	1974	
53 2640	STATE STREET OC	07-LA-010S-18.59-LA	5. Bridge not eligible for NRHP	1925	
53 2642Z	BALLONA CREEK	07-LA-010-R9.13-LA	5. Bridge not eligible for NRHP	1964	
53 2644L	ROUTE 10,5/101 SEPARATION	07-LA-005-16.90-LA	5. Bridge not eligible for NRHP	1960	
53 2647	TAMPA AVENUE OC	07-LA-118-R4.64-LA	5. Bridge not eligible for NRHP	1980	
53 2648S	SKYLINE EQUESTRIAN UC	07-LA-605-R15.65-PRV	5. Bridge not eligible for NRHP	1976	
53 2649S	5TH STREET OFF-RAMP SEPARATION	07-LA-001-R34.67-SMCA	5. Bridge not eligible for NRHP	1979	
53 2652F	S1-W105 CONNECTOR (BIKEWAY UC)	07-LA-001-25.99R-LA	5. Bridge not eligible for NRHP	1990	
53 2653K	IMPERIAL HIGHWAY ON-RAMP (SPUR)	07-LA-105-R3.50-HAW	5. Bridge not eligible for NRHP	1993	
53 2655	IMPERIAL HIGHWAY OC	07-LA-105-R3.51-HAW	5. Bridge not eligible for NRHP	1993	
53 2656S	PRAIRIE AVENUE OFF-RAMP OC	07-LA-105-R3.32-HAW	5. Bridge not eligible for NRHP	1993	
53 2658M	WEST COMEY AVENUE DRAIN	07-LA-187-8.68-LA	5. Bridge not eligible for NRHP	1964	
53 2659M	EAST COMEY AVENUE DRAIN	07-LA-187-8.69-LA	5. Bridge not eligible for NRHP	1927	
53 2660	CROSSROADS PARKWAY SOUTH OC	07-LA-060-12.63-IDY	5. Bridge not eligible for NRHP	1981	
53 2662	STATE STREET UC	07-LA-105-R11.10-LYN	5. Bridge not eligible for NRHP	1987	1988
53 2663F	W91-N110 CONNECTOR (BROADWAY)	07-LA-091-R6.73-CRSN	5. Bridge not eligible for NRHP	1985	
53 2664F	W91-N110 CONNECTOR OC, FIGUEROA	07-LA-091-R6.51-LA	5. Bridge not eligible for NRHP	1985	
53 2665G	E91-N110 C0NNECTOR OC	07-LA-091-R6.37-LA	5. Bridge not eligible for NRHP	1985	
53 2666F	W91-N110 CONNECTOR OC	07-LA-091-R6.39-LA	5. Bridge not eligible for NRHP	1985	
53 2667F	S110-E91/E91 CONNECTOR OC	07-LA-110-9.83-LA	5. Bridge not eligible for NRHP	1985	
53 2668G	N110-E91 CONNECTOR UC	07-LA-110-9.76-LA	5. Bridge not eligible for NRHP	1985	
53 2669G	N110-W91 CONNECTOR OC	07-LA-110-9.95-LA	5. Bridge not eligible for NRHP	1985	
53 2670G	N405-N110/N110 SEPARATION	07-LA-405-12.97-LA	5. Bridge not eligible for NRHP	1985	
53 2671H	S110-N405/S110-S405 C S	07-LA-110-8.92-LA	5. Bridge not eligible for NRHP	1985	
53 2672	HOOVER STREET OC (S110-W105)	07-LA-110-13.83-LA	5. Bridge not eligible for NRHP	1985	
53 2673	LOS ANGELES RIVER BOH	07-LA-010S-17.20-LA	5. Bridge not eligible for NRHP	1989	
53 2674S	BOMBARDIER AVENUE DRAIN	07-LA-005-4.87-NRW	5. Bridge not eligible for NRHP	1954	
53 2675K	VERMONT AVENUE OFF-RAMP OC	07-LA-105-R6.83-LA	5. Bridge not eligible for NRHP	1993	
53 2676F	W105-N110 CONNECTOR OC	07-LA-105-R7.61-LA	5. Bridge not eligible for NRHP	1989	
53 2677F	S110-E105 HOV CONNECTOR	07-LA-110-13.95-LA	5. Bridge not eligible for NRHP	1990	
53 2679F	S110-E105 HOV CONNECTOR OC	07-LA-110-13.82-LA	5. Bridge not eligible for NRHP	1989	
53 2680F	W105-N110 HOV CONNECTOR OC	07-LA-105-R7.80-LA	5. Bridge not eligible for NRHP	1989	
53 2682E	E105-N110 HOV CONNECTOR OC	07-LA-105-R7.11-LA	5. Bridge not eligible for NRHP	1993	
53 2683K	IMPERIAL HIGHWAY ON-RAMP OC.	07-LA-110-13.89-LA	5. Bridge not eligible for NRHP	1987	
53 2685	ULTRAMAR REFINERY POC	07-LA-103-0.50-LA	5. Bridge not eligible for NRHP	1981	

Structure Maintenance & Investigations

Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 0352	WILMINGTON OH	07-LA-001-9.93-LA	5. Bridge not eligible for NRHP	1936	
53 0355	PIPE LINE UC	07-LA-001-8.72-LA	5. Bridge not eligible for NRHP	1934	1948
53 0356	REFINERY ROAD UC	07-LA-001-8.78-LA	5. Bridge not eligible for NRHP	1934	
53 0361	CASPIAN AVENUE STORM DRAIN	07-LA-405-7.95-LBCH	5. Bridge not eligible for NRHP	1961	
53 0361F	CASPIAN AVENUE STORM DRAIN	07-LA-405-7.95-LBCH	5. Bridge not eligible for NRHP	1961	
53 0363L	LOS ANGELES AQUEDUCT	07-LA-014U-T27.37	5. Bridge not eligible for NRHP	1969	
53 0363M	LOS ANGELES AQUEDUCT	07-LA-014U-T27.37	5. Bridge not eligible for NRHP	1938	
53 0364	TEMESCAL CANYON CREEK	07-LA-001-38.12-LA	5. Bridge not eligible for NRHP	1932	1969
53 0365	PENA CANYON	07-LA-001-41.81-MAL	5. Bridge not eligible for NRHP	1940	
53 0368	ALHAMBRA AVENUE OH	07-LA-005-18.96-LA	5. Bridge not eligible for NRHP	1960	
53 0372	AVENUE 26 OC	07-LA-110-25.91-LA	2. Bridge is eligible for NRHP	1925	1939
53 0382	COLLEGE STREET OC	07-LA-110-24.16-LA	2. Bridge is eligible for NRHP	1939	
53 0388	PALISADES POC	07-LA-001-35.59-SMCA	5. Bridge not eligible for NRHP	1935	
53 0389	ROUTE 60/710 SEPARATION	07-LA-060-R3.25	5. Bridge not eligible for NRHP	1967	
53 0392	CESAR E CHAVEZ AVE OC	07-LA-010-S0.10-LA	2. Bridge is eligible for NRHP	1906	
53 0397Y	GAFFEY STREET BRIDGE	07-LA-110-R0.75-LA	2. Bridge is eligible for NRHP	1935	
53 0399	CLASSIFICATION ROAD UC	07-LA-001-8.43-LA	5. Bridge not eligible for NRHP	1948	
53 0405	LOS ANGELES RIVER BOH	07-LA-101-0.08-LA	5. Bridge not eligible for NRHP	1944	1955
53 0407	GARAPITO CREEK	07-LA-027-6.56	5. Bridge not eligible for NRHP	1927	
53 0425	AVENUE 35 UP	07-LA-110-26.40-LA	2. Bridge is eligible for NRHP	1940	
53 0426	PASADENA AVENUE OC	07-LA-110-26.48-LA	2. Bridge is eligible for NRHP	1940	
53 0427	AVENUE 43 OC	07-LA-110-27.12-LA	2. Bridge is eligible for NRHP	1939	
53 0428	AVENUE 52 OC	07-LA-110-28.05-LA	2. Bridge is eligible for NRHP	1939	
53 0429	VIA MARISOL AVENUE OC	07-LA-110-28.38-LA	2. Bridge is eligible for NRHP	1939	
53 0430	AVENUE 60 OC	07-LA-110-28.76-LA	2. Bridge is eligible for NRHP	1939	
53 0431	AVENUE 64 UP	07-LA-110-29.03-LA	2. Bridge is eligible for NRHP	1900	1923
53 0432	EQUESTRIAN & PEDESTRIAN UC	07-LA-110-30.27-SPAS	2. Bridge is eligible for NRHP	1938	
53 0433	ARROYO DRIVE OC	07-LA-110-30.30-SPAS	2. Bridge is eligible for NRHP	1938	
53 0434	GRAND AVENUE OC	07-LA-110-30.43-SPAS	2. Bridge is eligible for NRHP	1938	
53 0435	ORANGE GROVE AVENUE OC	07-LA-110-30.59-SPAS	2. Bridge is eligible for NRHP	1939	
53 0436	PROSPECT AVENUE OC	07-LA-110-30.70-SPAS	2. Bridge is eligible for NRHP	1939	
53 0437	MERIDIAN AVENUE OC	07-LA-110-30.78-SPAS	2. Bridge is eligible for NRHP	1940	
53 0438	FREMONT AVENUE OC	07-LA-110-31.01-SPAS	2. Bridge is eligible for NRHP	1940	
53 0439	FREMONT AVENUE UP	07-LA-110-31.03-SPAS	2. Bridge is eligible for NRHP	1940	
53 0440	FAIR OAKS AVENUE OC	07-LA-110-31.17-SPAS	2. Bridge is eligible for NRHP	1940	
53 0442	FORD BLVD UC	07-LA-060-R3.30	5. Bridge not eligible for NRHP	1967	
53 0445	MARMION WAY OC	07-LA-110-29.28-LA	2. Bridge is eligible for NRHP	1940	
53 0446K	3RD STREET ON-RAMP UC	07-LA-060-R2.54	5. Bridge not eligible for NRHP	1965	
53 0455	CALABASAS CREEK	07-LA-027-13.93-LA	5. Bridge not eligible for NRHP	1962	
53 0456M	GUNDRY AVENUE PUC	07-LA-001-5.39-LBCH	5. Bridge not eligible for NRHP	1939	1967
53 0466	BARHAM BLVD OC	07-LA-101-9.22-LA	2. Bridge is eligible for NRHP	1940	
53 0468	PILGRIMAGE OC	07-LA-101-8.05-LA	2. Bridge is eligible for NRHP	1940	
53 0477L	ELYSIAN PARK PUC	07-LA-110-25.36L-LA	4. Historical Significance not determined	1942	

Structure Maintenance & Investigations

Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2880	SAN ANTONIO WASH	07-LA-210-R52.14-CLA	5. Bridge not eligible for NRHP	2001	
53 2883S	CARSON ST-N605/N605-CARSON ST RAMP SEPARATION	07-LA-605-R1.63-LBCH	5. Bridge not eligible for NRHP	2001	
53 2890	VIA PRINCESSA ROAD OC	07-LA-126-9.75-SCTA	5. Bridge not eligible for NRHP	2001	
53 2894	CENTER DRIVE OC	07-LA-405-24.91	4. Historical Significance not determined	2000	
53 2894Z	CENTER DRIVE OC	07-LA-405-24.90-ING	5. Bridge not eligible for NRHP	2000	
53 2896	INDIAN HILL FLUME OC	07-LA-210-R50.52-CLA	5. Bridge not eligible for NRHP	2001	
53 2901	ALAMEDA STREET VIADUCT	07-LA-001-9.05-LA	5. Bridge not eligible for NRHP	2004	
53 2906	CULVER BLVD UC	07-LA-090-R1.60	4. Historical Significance not determined	2007	
53 2908	UNIVERSAL TERRACE PARKWAY OC	07-LA-101-10.56-LA	5. Bridge not eligible for NRHP	2003	
53 2916	MILLER STREET UTILITY OC	07-LA-210-R47.81-LVN	5. Bridge not eligible for NRHP	2001	
53 2917	BREA CANYON ROAD UC ON RAMP	07-LA-060-R22.97L-DMBR	4. Historical Significance not determined	2007	
53 2918	ROUTE 57/60 HOV CONNECTOR	07-LA-057-R4.46R	4. Historical Significance not determined	2007	
53 2925	SANTA CLARA RIVER BRIDGE	07-LA-005-R53.70-SCTA	5. Bridge not eligible for NRHP	2005	
53 2927	VALENCIA BLVD OC	07-LA-005-R52.47-SCTA	5. Bridge not eligible for NRHP	2001	
53 2928	ROUTE 5/126 SEPARATION	07-LA-005-R53.33-SCTA	5. Bridge not eligible for NRHP	2005	
53 2934	HARBOR SCENIC DRIVE OH	07-LA-710-5.95-LBCH	5. Bridge not eligible for NRHP	1970	
53 2944	126/5 SEPARATION	07-LA-126-R5.84-SCTA	5. Bridge not eligible for NRHP	2005	
53 2960	SIERRA MADRE VILLA POC	07-LA-210-R29.35	4. Historical Significance not determined	2004	
53 2969K	HUNTINGTN DRIVE-E&W210/CENTRAL	07-LA-210-R36.39-DRT	5. Bridge not eligible for NRHP	1968	
53 2970H	"O" STREET RAMP	07-LA-001-9.15-LA	5. Bridge not eligible for NRHP	2004	
53 2973R	GREENLEAF ST ON RAMP UC	07-LA-405-39.05-LA	5. Bridge not eligible for NRHP	2008	
53 2975	US101 UP/EASTSIDE UNDERPASS LRT	07-LA-101-1.07	4. Historical Significance not determined	2007	
53 2978	CULVER BLVD OFF-RAMP	07-LA-405-27.20-CLC	5. Bridge not eligible for NRHP	2010	
53 2980	BIG ROCK WASH	07-LA-138-61.70	4. Historical Significance not determined	2007	
53 2981	PALMS BLVD OC	07-LA-405-28.51-LA	5. Bridge not eligible for NRHP	2009	
53 2986	3RD STREET LRT OC	07-LA-710-24.47	4. Historical Significance not determined	2008	
53 3020	MISSION BLVD OC	07-LA-071-1.60	4. Historical Significance not determined	2011	
53 3029	ANGELE CREST BRIDGE 1	07-LA-002-74.10	5. Bridge not eligible for NRHP	2011	
53 3036S	NINTH STREET OFF-RAMP SEPARATION	07-LA-110-22.30-LA	5. Bridge not eligible for NRHP	2012	
53 3046	HASLEY CANYON ROAD OC	07-LA-005-R56.60	5. Bridge not eligible for NRHP	2010	
53 3070L	STATE ROUTE 187 UP	07-LA-187-7.76-CLC	5. Bridge not eligible for NRHP	2014	
53 3070R	STATE ROUTE 187 UP	07-LA-187-7.76-CLC	5. Bridge not eligible for NRHP	2014	
53 3072	BUENA VISTA PARK CHANNEL	07-LA-134-2.82-BRB	5. Bridge not eligible for NRHP	1959	
53 3076	PARAMOUNT BLVD OC	07-LA-060-7.80-MTBL	5. Bridge not eligible for NRHP	2012	

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Attachment C

Historical Resources Evaluation Report

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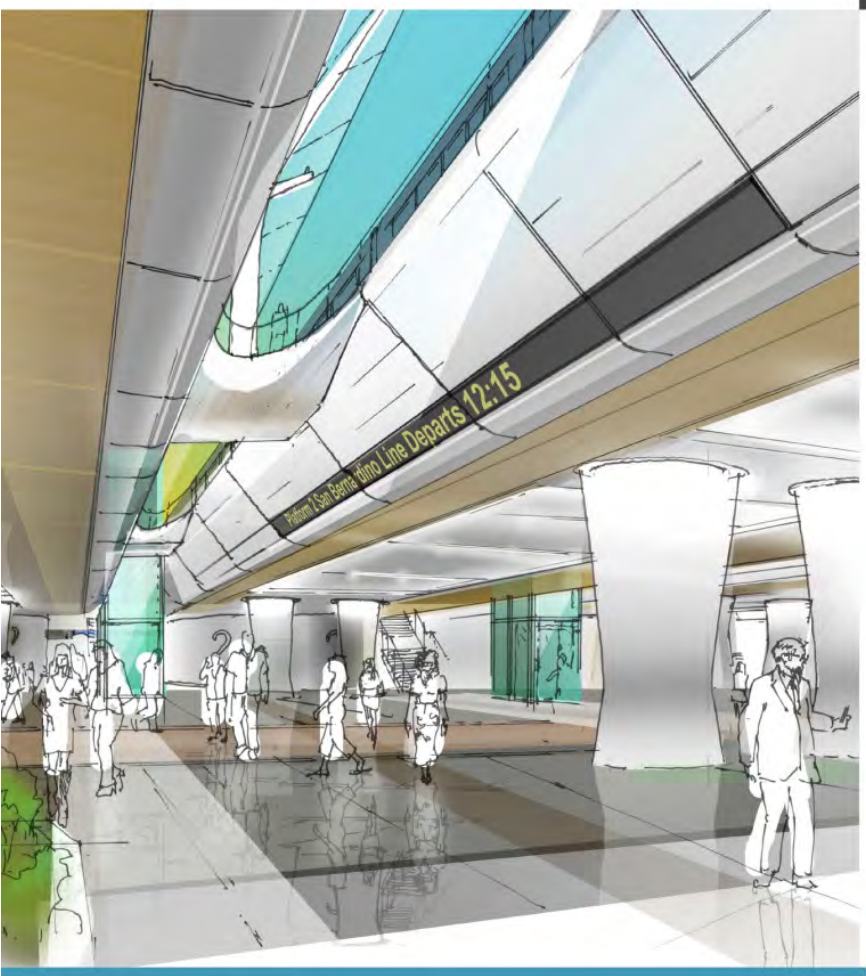

FINAL

Historical Resources Evaluation Report

Link Union Station

July 2018

Prepared for:

Metro

Prepared by:

HDR

ICF

Link US

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Summary of Findings

The Federal Railroad Administration (FRA) is the federal agency with responsibility for compliance with Section 106 of the National Historic Preservation Act (Public Law 89-665; 54 U.S.C. 300101 et seq.). FRA has determined that the Link Union Station Project (Link US) is an undertaking that has the potential to effect 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).

The purpose of this investigation is to identify and evaluate built environment resources in the proposed Link US Area of Potential Effects (APE) by applying the eligibility criteria of the National Register of Historic Places (NRHP) and the definitions of historical resources established under CEQA.

Previous Undertaking and Findings: The Link US APE is similar but larger to that of an undertaking FRA considered in 2005—the Run-Through Tracks project (refer to Attachment A of the Historic Property Survey Report [HPSR], Figure 3, APE Map). In a letter dated January 15, 2004, the State Historic Preservation Officer (SHPO) concurred with FRA's NRHP eligibility determinations for built resources properties within the Run-Through Tracks APE (see Attachment G of the HPSR—2004 SHPO letter).

Current Undertaking: 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 Link US would include an elevated rail yard, reconstructed throat segment, new at-grade or above-grade passenger concourse, and extend up to ten run-through tracks (including a new loop track) constructed on a common structure/deck over U.S. Highway (US) 101 and embankment south of US-101 to connect to main line tracks along the west bank of the Los Angeles River (refer to Section 1.1 of this Historical Resources Evaluation Report (HRER) for a detailed project description and Attachment A of the HPSR, Figures 1 and 2 for the project location and regional vicinity map).

The scope of this HRER confirms and updates the previous NRHP eligibility determinations for built environment resources within the APE, incorporates existing historic context information where applicable, and includes new or updated Department of Parks and Recreation (DPR) forms for all properties within the Link US APE. Prehistoric and historic archaeological resources are identified in the Archaeological Survey Report (ASR) for Link US (refer to Attachment D of this HPSR) and evaluated in Attachment J of the HPSR.

The majority of the determinations of eligibility for built environment resources appear to be unchanged since the 2004 determinations were made, as follows.

- Three properties were previously listed in the NRHP
- Eight properties were previously determined eligible for listing in the NRHP

- Three properties were evaluated for this study and recommended eligible for listing in the NRHP
- Two properties were previously determined ineligible for listing in the NRHP, but are considered to be historical resources under CEQA
- Eight properties were previously determined ineligible for listing in the NRHP and that ineligibility is confirmed in this study
- Six properties were evaluated for this study and recommended ineligible for listing in the NRHP

Regarding built environment resources, the following 14 historic properties and two additional CEQA-only historical resources, listed in order of map reference number, are located within the Link US APE (Map reference numbers are assigned to each property in Attachment A of the HPSR, Figure 3, APE Map):

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 and seven of those eight buildings are located outside the APE. The original period of significance was 1923 to 1937. 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 prepared by the Federal Emergency Management Agency (FEMA) after the Northridge Earthquake 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 Cardinal Street, Los Angeles, is a seventeen-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 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. 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 to be 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 the HPSR prepared for Link US. The property is not a state landmark or local monument.
4. **Vignes Street Undercrossing** (Bridge #53C 1764, Map Reference #4) was constructed from 1933 to 1939 as part of LAUS, but is just outside of that historic 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.
5. **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 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.
6. **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.
7. **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.

8. **Cesar Chavez Avenue Viaduct** over the Los Angeles River (formerly Macy Street Viaduct, 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 to be eligible for the NRHP in 1986 through a consensus determination process by FHWA and SHPO as a result of the California Department of Transportation (Caltrans) Historic Bridge Inventory (HBI), under NRHP Criteria A and C, at the local level of significance. The bridge was declared LAHCM #224 on August 1, 1979.

9. **Thomas R. Barabee Store and Warehouse** (***CEQA only***) (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 not eligible for the NRHP by FRA, and SHPO concurred with this finding on January 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 was a significant example of commercial architecture and provided information related to context, theme, and property type for citywide commercial architecture. However, when OHR completed its SurveyLA findings for the Central City North nearly two years later in September 2016, it did not include this property among those individual resources found to be significant in this area. Because of the information provided by OHR in 2014, it is, considered 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.

10. **Friedman Bag Company—Textile Division Building** (***CEQA only***) (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 not eligible for the NRHP by FRA, and SHPO concurred with this finding on January 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 1906, was identified as significant in 2016 by the OHR's City of Los Angeles Historic Resources Survey (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

11. **Los Angeles Plaza Historic District** (a.k.a. El Pueblo de Los Angeles Historic District or 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 19th and early 20th 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 twenty contributing buildings, two contributing sites, six non-contributing buildings, and one 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 are also listed as Los Angeles Historic Cultural Monument (HCM) no. 64.
12. **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.
13. **First Street Viaduct** over the Los Angeles River (Bridge #53C 1166, Map Reference #25), located 0.6 mile 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 determined to be eligible for 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. 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.
14. **Fourth Street Viaduct** (Bridge #53C 0044, Map Reference #26), spanning the Los Angeles River from Mission Road on the east to Santa Fe Ave on 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 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.

15. **Seventh Street Viaduct** (Bridge #53C 1321, Map Reference #27), spanning the Los Angeles River from approximately Myers Street on the east to Santa Fe Avenue on the west, was initially constructed in 1910 with subsequent work in 1927. Its 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.
16. **Olympic Boulevard (Ninth Street) Viaduct** (Bridge #53C 0163, Map Reference #28), spanning the Los Angeles River from Rio Vista Avenue on the east to Enterprise Street on 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 Olympic Boulevard Bridge was declared LAHCM #902 on January 30, 2008.

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

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APPENDICES

Appendix A: California Department of Parks and Recreation Forms: DPR 523

List of Abbreviated Terms

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ASR	Archaeological Survey Report
BNSF	Burlington Northern and Santa Fe
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
CP	Control Point
DPR	Department of Parks and Recreation
LADWP	Los Angeles Department of Water and Power
FRA	Federal Railroad Administration
HABS	Historic American Buildings Survey
HBI	Caltrans Historic Bridge Inventory
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
HSR	California High-Speed Rail
HUD	Department of Housing and Urban Development
LAHCM	City of Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
Link US	Link Union Station Project
Metro	Los Angeles County Metropolitan Transportation Authority
NRHP	National Register of Historic Places
OHR	City of Los Angeles Office of Historic Resources
PTC	Positive Train Control
ROW	Right-of-way
SCCIC	South Central Coastal Information Center
SCRIP	Southern California Regional Interconnector Project
SCRRA or Metrolink	Southern California Regional Rail Authority
SCRTD	Southern California Rapid Transit District
SHPO	State Historic Preservation Officer
SurveyLA	City of Los Angeles Historic Resources Survey
US	U.S. Highway

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1.0 Project Description

1.1 Introduction

The Federal Railroad Administration (FRA) is the lead federal agency with responsibility for compliance with Section 106 of the National Historic Preservation Act (NHPA). FRA has determined that the Link Union Station Project (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). The California Department of Transportation (Caltrans) is a cooperating agency under NEPA and will also be a CEQA Responsible Agency in light of the need for Link US to obtain an encroachment permit for the new track structures that would cross U.S. Highway (US) 101. The cultural resources technical studies reports are prepared in the general format of a Historical Resources Evaluation Report (HRER) in accordance with Caltrans standards to assist Caltrans in an efficient review (Caltrans Volume 2—Standard Environmental Reference Handbook: Exhibit 5.1).

1.2 Project Location and Project 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 in the Historic Property Survey Report (HPSR), Figure 1 depicts the regional location and general vicinity of LAUS.

HPSR 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.

1.3 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.

1.4 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. It is determined both horizontally and vertically as follows, and is documented on the APE map in Attachment A, Figure 3, of the HPSR.

1.4.1 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 its 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 south (Map References #10, #25, #26, #27, and #28.). 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 (Map Reference #11) and, to its south, undeveloped lots and early- to mid-twentieth-century industrial buildings. In this area, elevated run-through tracks structures are presently proposed that are located 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.

1.4.2 Vertical APE

Further, the proposed APE for Link US includes a vertical 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. See Section 3.2.2 of the ASR for detailed information about the vertical extent of the APE.

2.0 Research Methods

2.1 Sources of Information

In addition to property research and other information that has been incorporated from the Run-Through Tracks analysis, the following standard sources of information were reviewed in the process of compiling this report:

- NRHP (National Park Service, 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 (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 System, 2014, http://ohp.parks.ca.gov/?page_id=28063
- Caltrans Historic Highway Bridge Inventory, 2018, http://www.dot.ca.gov/hq/structur/strmaint/historic.htm

ICF International (ICF) conducted a records search for the proposed project at the South Central Coastal Information Center (SCCIC) was conducted 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 Angeles 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)

2.2 Themes to Establish Historic Context

Historic context is not being provided for properties that were previously listed or determined eligible for listing in the NRHP. However, historic context is being provided to evaluate or reevaluate five properties in the APE. Four industrial properties that were constructed in 1963 or thereafter are being evaluated, and one property is being reevaluated because of historic context information provided by an interested party.

To establish the historic context, appropriate research was conducted to evaluate the resources within the APE. The following research themes were pursued:

- Notable early landowners
- Subdivision and development of property in the American period
- The Macy Street Neighborhood
- The East Side Industrial District

2.3 Public Participation and Consultation

On August 24, 2016, letters were sent to government agencies and consulting and interested parties who may have knowledge or concerns about historic properties in the area (HPSR Attachment E). The letters requested information regarding historic buildings, districts, sites, objects, and archeological sites of significance in the project vicinity. The letters were sent to the recipients listed below.

2.4 Entities Consulted

2.4.1 Local Government

Los Angeles County
Metropolitan Transportation Authority
Jeanet Owens, Executive Officer-Regional Rail
One Gateway Plaza
Los Angeles, CA 90012

Los Angeles County Historic Landmarks and Records Commission
Louis Skelton, Chairman
500 W. Temple Street
Los Angeles, CA 90012

City of Los Angeles Planning Department
Michael LoGrande, Director of Planning
City Hall, Mail Stop 395
200 N. Spring Street
Los Angeles, CA 90012

City of Los Angeles Office of Historic Resources
Ken Bernstein, Manager
City of Los Angeles
200 N. Spring Street, Room 620
Los Angeles, CA 90012

City of Los Angeles Cultural Heritage Commission
Richard Barron, President
City Hall, Mail Stop 395
200 N. Spring Street
Los Angeles, CA 90012

Housing Authority of Los Angeles
Patricia Davis, General Services Assistant Director 2600 Wilshire Blvd.
Los Angeles, CA 90057

2.4.2 Preservation Organizations

California Preservation Foundation
Tom Neary, President
5 Third Street, Suite 424
San Francisco, CA 94103

Los Angeles Conservancy
Linda Dishman, Executive Director
523 W. Sixth Street, Suite 826
Los Angeles, CA 90014

2.4.3 Historical Societies

California Historical Society
Anthea M. Hartig, Executive Director
678 Mission Street
San Francisco, CA 94105

Historical Society of Southern California
P.O. Box 93487
Pasadena, CA 91109

Boyle Heights Historical Society
435 South Boyle Avenue
Los Angeles, California 90033

El Pueblo de Los Angeles Monument Commission
125 Paseo de la Plaza
Los Angeles, CA 90012

Chinese Historical Society of Southern California
Donald Loo, President
415 Bernard Street
Los Angeles, CA 90012

Society of Architectural Historians, Southern California Chapter
Sian Winship, President
P.O. Box 56478
Sherman Oaks, CA 91413

Little Tokyo Historical Society
319 E. Second St., Suite 203
Los Angeles, CA 90012

Los Angeles City Historical Society
P.O. Box 862311
Los Angeles, CA 90086-2311

2.4.4 Architectural Organizations

AIA Los Angeles
Nicci Solomons, Executive Director
3780 Wilshire Boulevard, Suite 800
Los Angeles, CA 90010

Los Angeles Forum for Architecture and Urban Design
P.O. Box 291774
Los Angeles, CA 90026

2.4.5 Environmental Organizations

Friends of the Los Angeles River
Lewis MacAdams, President
570 W. Avenue 26, #250
Los Angeles, CA 90065

2.4.6 Museums

Japanese American National Museum
100 N. Central Avenue
Los Angeles, CA 90012

Chinese American Museum
Michael Truong, Director of Education and Programs
125 Paseo de la Plaza, Suite 300
Los Angeles, CA 90012

Natural History Museum
William D. Estrada, Curator
900 Exposition Boulevard
Los Angeles, CA 90007

2.4.7 Railroad Organizations

Pacific Railroad Society
210 W. Bonita Avenue
San Dimas, CA 91773

San Bernardino Railroad Historical Society
Paul Prine, President
121 Alabama Street
Huntington Beach, CA 92648

Train Riders Association of California
Paul Dyson
1025 Ninth Street
Sacramento, CA 95814

Southern Pacific Historical and Technical Society
1523 Howard Access Road
Upland, CA 91786

California State Railroad Museum
125 I Street
Sacramento, CA 95814

The Transit Coalition
ATTN: Bart Reed
P.O. Box 567
San Fernando, CA91341

Lomita Railroad Museum
Julie Klarin, Curator
2137 W 250th Street
Lomita, CA 90717

Travel Town Planning and Development
Department of Recreation and Parks
Park Services Division
4800 Griffith Park Drive, Mail Stop 663
Los Angeles, CA 90027

Los Angeles Railroad Heritage Foundation
Wendell Mortimer, President
1500 W. Alhambra Road
Alhambra, CA 91801

In addition, another railroad organization, the Los Angeles Union Station Historical Society, P.O Box 411682, Los Angeles, CA 90041 was added because of their attendance at a July 2016 Metro meeting regarding the Los Angeles Union Station Master Plan and because of their letter addressed to Metro dated December 31, 2016.

2.4.8 Additional Interested Parties

Central City Association
Carol Schatz, President
626 Wilshire Boulevard
Los Angeles, CA 90017

Chinatown BID
727 N. Broadway, Suite 208
Los Angeles, CA 90012

JACCC
Little Tokyo Community Council
244 S. San Pedro Street
Los Angeles, CA 90012

East Los Angeles Community Corporation
530 S. Boyle Avenue
Los Angeles, CA 90033

Boyle Heights Neighborhood Council
Carlos Montes, President
2130 E. First Street, Suite 110
Los Angeles, CA 90033

Central City East Association
Raquel Beard, Executive Director
725 S. Crocker Street
Los Angeles, CA 90021

Los Angeles River Artists and Business Association
Steve Allwright, Board Member
801 E. Fourth Place
Los Angeles, CA 90013

Downtown Los Angeles Neighborhood Council
Patricia Berman, President
P.O. Box 13096
Los Angeles, CA 90013

Historic Downtown Business Improvement District
453 S. Spring Street, Suite 1116
Los Angeles, CA 90013

El Pueblo Historic Cultural Neighborhood Council
Attn. Brian Kito
307 E. First Street
LA, CA 90012

A follow up email was sent to the invited consulting parties and interested parties on March 29, 2017. As a result, the Los Angeles River Artists and Business Association, was added to the list of active consulting parties because of their willingness to participate in consultation regarding

potential impact to historic structures and areas within the Arts District as expressed in their response to the follow-up e-mail.

2.5 Comments Received

Copies of comments received are provided in full in Attachment E of the HPSR, and are summarized below in this HRER.

2.5.1 Comment from City of Los Angeles Office of Historic Resources, via email

In an email on December 19, 2014, regarding SCRIP (the predecessor project to Link US), the OHR stated that it believed the Thomas R. Barabee Store and Warehouse at 611–615 Ducommun Street is a historical resource for the purposes of CEQA. The OHR believes that the property is a significant example of commercial architecture and sent information related to context, theme, and property type for citywide commercial architecture. The City of Los Angeles is currently conducting a citywide historic resources survey (SurveyLA). Although the subject property has not yet been surveyed by OHR, the property appears to have eligibility with respect to significant context, theme, and property type, as follows:

- Context: architecture and engineering, 1850–1980
- Theme: late nineteenth- and early twentieth-century architecture, 1865–1950
- Sub-theme: early twentieth-century commercial vernacular, 1900–1950
- Property type: commercial
- Property sub-type: two-part commercial block

2.5.2 Comment from AIA/LA, via email

In an email dated January 11, 2017, Will Wright, Hon., Director, Government Public Affairs of the American Institute of Architects/Los Angeles Chapter (AIA/LA) provided comments that Link US be coordinated with other plans and projects being considered at LAUS, and to consider a Red Line/Purple Line station in the Arts District. Generally, he supported the historic findings, suggested advice be sought from the LA OHR and LA Conservancy, and to proceed with the overall Link US schedule.

2.5.3 Comment from Los Angeles River Artists and Business Association, via email

In an email dated March 29, 2017, Yuval Bar-Zemer, Vice president for the Los Angeles River Artists and Business Association, requested that the organization “would like to actively participate and voice concerns on potential impact to Historic structures and areas within the Arts District.”

2.5.4 Comment Regarding the Macy Street School, from the NEPA/CEQA scoping meeting

On June 2, 2016, Eugene Moy, an interested party, provided comments at the NEPA/CEQA scoping meeting that research should be included to evaluate impacts on pre-Union Station development including Chinatown and the adjacent Mexican American neighborhood north of Cesar Chavez Avenue. Mr. Moy also provided information on the historic Macy Street School building, and this information led to it being proposed as eligible for the NRHP under the Section 106 process for Link US. (HPSR Attachment E).

2.5.5 Comments Regarding LAUS and US-101 from the NEPA/CEQA scoping meeting

On June 2, 2016, Joshua Knudson, an interested party, provided comments at the NEPA/CEQA scoping meeting inquiring if US-101 will be evaluated, and expressed concerns about effects on effects on the NRHP listed Los Angeles Union Station, including removal of the original platforms and heavy alterations. (HPSR Attachment E).

2.5.6 Comments Regarding a Stone Wall at Bauchet Street, via email

On June 14, 2016, subsequent to the NEPA/CEQA scoping meeting, an interested party provided information via email 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.

2.5.7 Comments from the Los Angeles Union Station Historical Society, via letter

A letter was received by Metro regarding other planned projects at LAUS, but the comments are also relevant to Link US. In a letter dated December 31, 2016, Tom Savio, Executive Director of the Los Angeles Union Station Historical Society (LAUSHS), provided comments about information shared at a LAUSHS board meeting on July 25, 2016, in regards to the former Los Angeles Union Station Master Plan.

LAUSHS' comments largely focused on the space beneath the tracks, currently occupied by the historic pedestrian tunnel, which is proposed to be impacted by the new passenger concourse options, and their concerns are summarized as:

- 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 an alternative 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 March 9, 2017, LAUSHS accepted FRA's invitation (dated February 13, 2017) to consult under Section 106.

2.5.8 Letter from TRAC

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.

2.5.9 Letter from HACLA

In a letter dated February 28, 2017, the Housing Authority of the City of Los Angeles (HACLA) provided comments on the proposed project encroachment onto the William Mead Homes property along Bolero Lane and through the current softball field. Issues and concerns that would adversely affect the residents of William Mead Homes were itemized in the letter, including the following related to Section 106:

- 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, it is a major play area for residents. Potentially it could be converted to a soccer field but must remain green space.

To date, no other comments have been received (see Attachment E of the HPSR: Public Participation).

3.0 Field Methods

Field surveys of all developed properties with buildings or structures within the Link US APE were initially undertaken between November 2014 and July 2016 by ICF. Daniel Paul, architectural historian, acted as principal investigator for this project and also conducted the fieldwork and research. Andrew Bursan, historian, conducted the historic research analysis. Jessica Feldman, architectural historian, conducted fieldwork at the bridges and undercrossings. Salli Hosseini, architectural historian, prepared the analysis of US-101.

Additional field work was undertaken in April 2018 to confirm current conditions and determinations for two previously documented properties that were added to the APE:

1. Los Angeles Plaza Historic District (Map Reference #29) because of indirect visual effects from the above-grade passenger concourse option.

2. Denny's Restaurant (Map Reference #30) because of proposed temporary staging areas in the parking lot.

The field work of those two properties was conducted by Margaret Roderick and Katrina Castaneda, both of whom have the necessary education in architectural history, but are still working towards the necessary years of experience required under 36 CFR Part 61. Their work was assigned and reviewed by fully qualified architectural historians and historians.

Daniel Paul, architectural historian, and Andrew Bursan, historian, prepared the DPR 523 forms. Elizabeth Hilton, architectural historian, consultant with ICF, helped prepare the technical reports. Rick Starzak, architectural historian, provided quality assurance and quality control. All persons, except as noted above, meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) in the disciplines of architectural history and/or history.

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.

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4.0 Historic Overview

The 2004 Run-Through Tracks HRER provided a thorough historic context for the variety of properties evaluated within that specific project's APE. The historic context for Run-Through Tracks provided information regarding the early history of Los Angeles, railroad history in Los Angeles, and more detailed information regarding the Spanish and Mexican periods.

This HRER for the Link US APE evaluates four additional industrial properties that are similar to one another as simple and commonplace small to medium sized vernacular buildings, primarily from the post-World War II era. Accordingly, the historic context provided below is highly specific to the subject properties and correspondingly focuses on specific early landowners as well as the nature of the area during key periods, including the ethnic character of the Macy Street neighborhood. The context statement also discusses the APE's predominant property type: light industrial architecture.

4.1 Notable Early Landowners

4.1.1 Don Louis Vignes

In the late nineteenth century, years before its development as one of the city's first industrial areas, the Aliso Tract area (Figure 1), which comprises much of the project APE, was agricultural with a low population density, but it included some significant early figures in Los Angeles history. Among these figures was Don Louis Vignes.

An early map of the area (Figure 5) shows lands between today's Aliso Street and a field of willows, bordering Rio Porciuncula, as the vineyard of Don Jean-Louis Vignes, who would become one of the first significant property owners in the area. Vignes joined Spanish dons in planting the fields with cuttings obtained from the "mother vineyard" at Mission San Gabriel Archangel, located at 428 South Mission Drive, in what is now the City of San Gabriel.[1] Pioneer Los Angeles merchant Harris Newmark reminisced about Jean-Louis Vignes in his seminal history, *Sixty Years in Southern California:*

> Don Louis Vignes came to Los Angeles in 1829 and set out the Aliso Vineyard on 104 acres. The vineyard derived its name, as did the street, from a previous and incorrect application of the Castilian "aliso," meaning "alder," to the sycamore tree, a big specimen of which stood on the place. This tree, possibly a couple of hundred years old, long shaded Vignes' wine cellars; it was finally cut down a few years ago to make room for the Philadelphia Brew House. From a spot about 50 feet away from the Vignes adobe extended a grape arbor, perhaps 10 feet in width and fully a quarter of a mile long, thus reaching to the river; this arbor was associated with many of the early celebrations of Los

[1] Carlisle, Alma. 2002. *Los Angeles Run-Through Tracks Project*. DPR 523 form. August.

Angeles. The northern boundary of the property was Aliso Street; its western boundary was Alameda. Part of it was surrounded by a high adobe wall, inside of which, during the troubles of the Mexican War, Don Louis enjoyed a far safer seclusion than many others.[2]

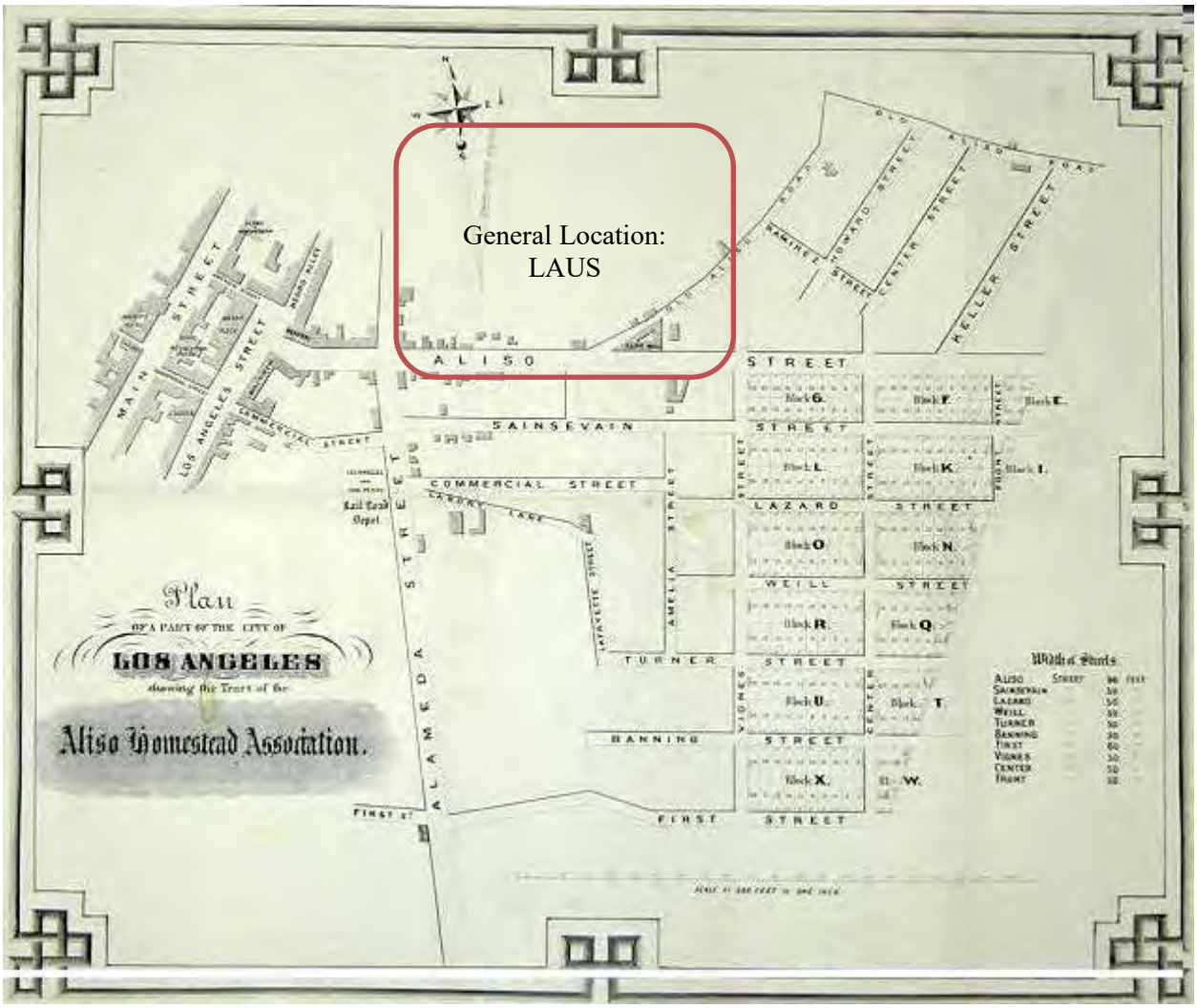

Figure 1: The Aliso Tract, circa 1869, from the Aliso Homestead Association.
This maps the area now bisected by the Santa Ana Freeway (US-101) where it crosses Alameda Street and shows the future LAUS site. Commercial Street and Arcadia Street are access roads, still in existence. First Street is on the south, Old Aliso Road (now under Union Station) is on the north, Main Street is on the west, and Center Street is on the east. The Bella Union Hotel and Arcadia Block are also shown. (Huntington Digital Library)

According to Newmark, Don Louis Vignes transferred his property to his nephew, Jean-Louis Sainsevain, in 1855, including the vineyard and the wine cellars. Sainsevain's brother, Pierre,

[2] Newmark, Harris. 1984. *Sixty Years in Southern California: 1853–1913*. Fourth edition. Los Angeles: Dawson's Book Shop. p. 197.

joined him in the wine business, and together they produced the first California champagne in 1857.

4.1.2 Johann Groningen and Juan Ramirez

Vignes' neighbor to the west was Dutchman Johann Groningen, or "Juan Domingo" as he was locally known. Groningen's property, acquired around 1838, stretched from Vignes' Aliso Vineyard west to Alameda Street and from Aliso Street on the north to Commercial Street. Another landowner of the period was Juan Ramirez (or "Ramires," as it appears in some early documents), who apparently occupied the parcel where Union Station is now located, immediately north of Aliso. Ramirez owned this property from at least 1838 to 1880. Although the possibility that the property was transferred from communal fields to another owner before Juan Ramirez cannot be entirely discounted, it nonetheless seems likely that Juan Ramirez was the first property owner of the Union Station portion of the APE.

Ramirez's use of his property for agrarian purposes is demonstrated from three early documents dating from the Mexican-American period's transition. The first is an 1847 sketch of Los Angeles by William Rich Hutton, with a view of the plaza looking eastward (Figure 2). The proposed project would be located in the background at the far right of the frame (La Nopalera n.d.). Supposedly accurate in most or all details, the sketch shows the study area as being devoid of any construction or development at the end of the Mexican period.

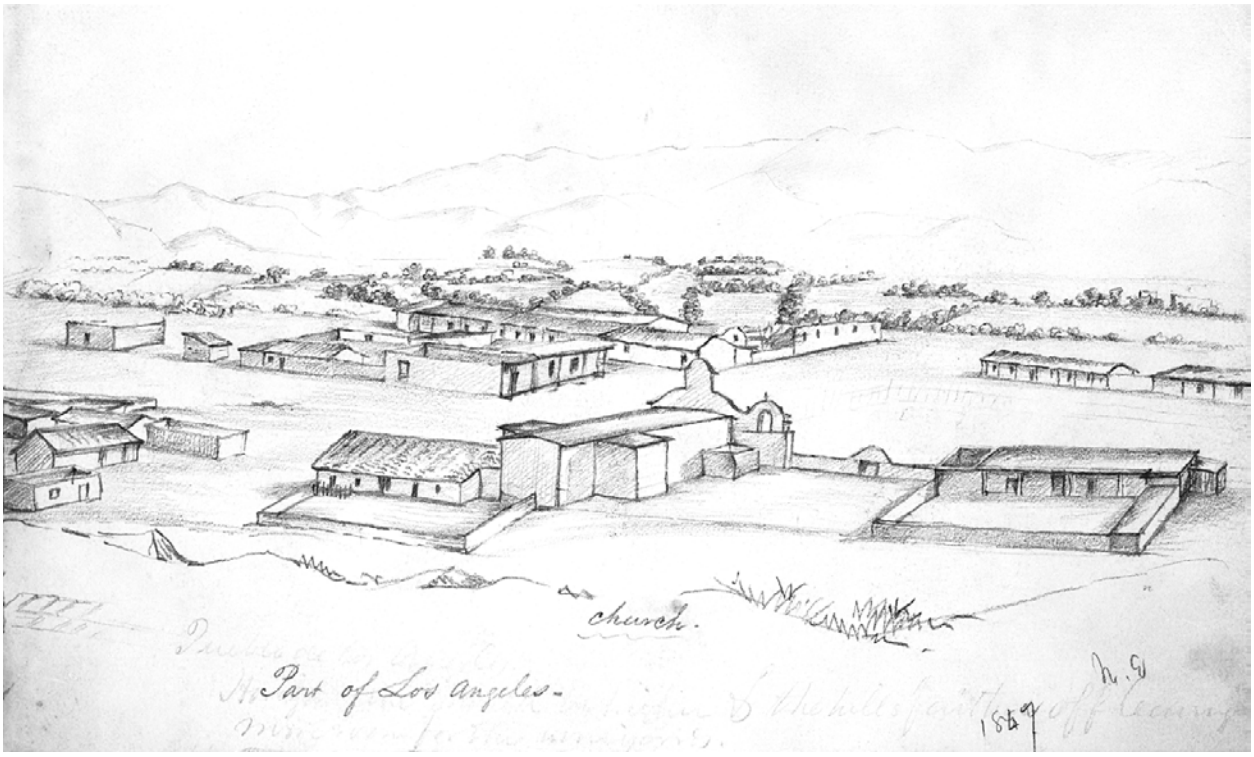

Figure 2: 1847 sketch of Los Angeles, looking eastward at the plaza, by William Rich Hutton

The second document is the first map of greater Los Angeles, prepared by Lieutenant E.O.C. Ord for the U.S. Army on August 29, 1849. It portrays the area bounded by what would become Alameda Street on the west, Aliso Street on the south, Old Aliso Road on the east, and Cesar Chavez Avenue on the north (the Union Station area) as entirely agricultural fields. Notably, developments are shown on the Vignes and Groningen properties, implying that none were present in the fields to the north (Figure 3) (University of Southern California. n.d.).

Figure 3: 1849 survey of Los Angeles by Lt. E.O.C. Ord.

The third document, another Hutton sketch, was completed in 1852. Like the earlier sketch, it, too, portrays the study area and its immediate surroundings as entirely agrarian, with no

evidence of development[3] (Figure 4). Bell's Row was located at the southeast corner of Los Angeles Street and Aliso Street. It is believed that the residence in the far left corner is the Vignes adobe, and the one slightly closer to Bell's Row is that of Johann Groningen, or "Juan Domingo."

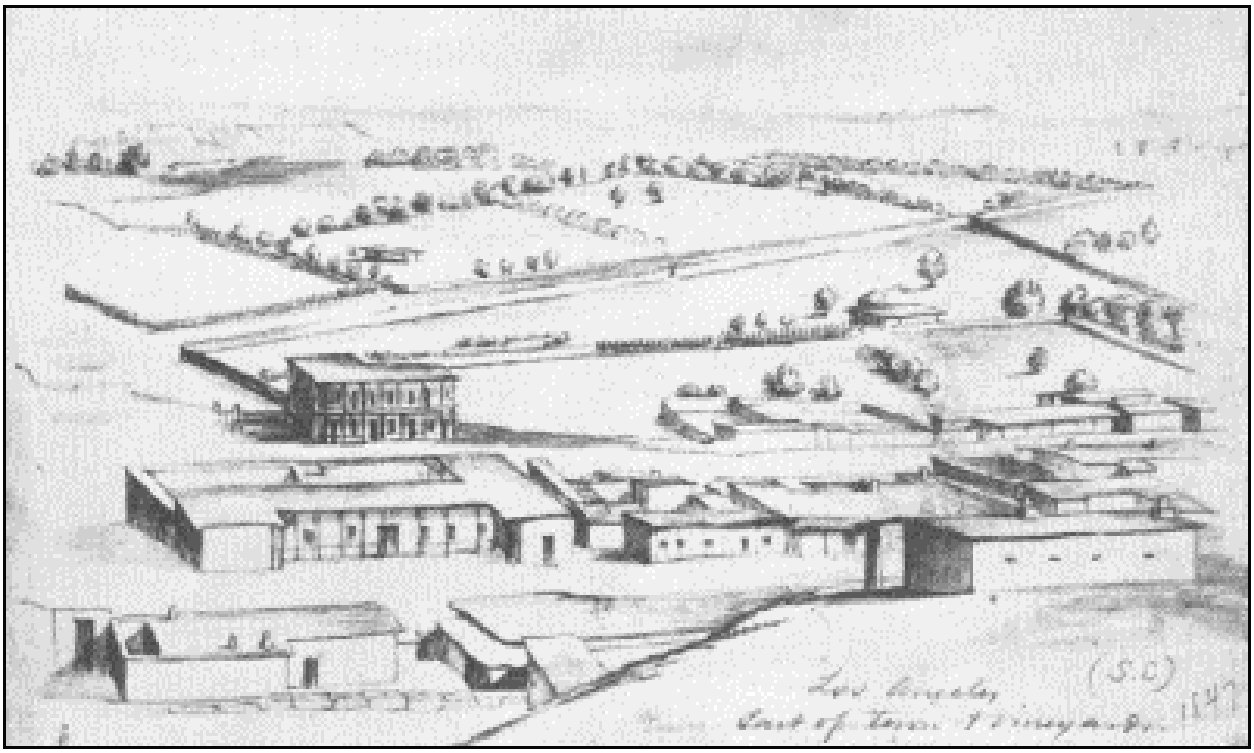

Figure 4: 1847 (or 1852) sketch of Bell's Row in Los Angeles, facing east.

4.2 Subdivision and Development of Property in the American Period

The APE remained agricultural and ranch land through the end of the Mexican period. After California became a state in 1850, the transformation of southern California began. Subdivision of former agricultural lands in the APE began in the 1870s. The APE changed from agricultural to residential uses, and later, because of the influence of the railroads and its proximity to the Los Angeles River, the subject project became the city's first industrial area.

In 1878, the former property of Don Louis Vignes was subdivided into the Aliso Tract by a French immigrant, Eugene Meyer, grandfather of *Washington Post* publisher Katharine Graham. Vignes Street and Sainsevain Street were named after the original landowners[4] (see illustrations). Figure 5 shows a portion of a panorama of Los Angeles as it appeared in 1871

[3] Myra L. Frank & Associates, Inc. 1995. Metropolitan Water District of Southern California DEIR. pp. 3-173 and 3-174.
[4] Newmark, 1984, p. 198.

(Library of Congress, Control Number 7569023)[5]. Figure 6 is a photograph of the Vignes property taken in 1865 (Los Angeles Public Library Photo Database, Photo No. 31390.) Ten years later, a Sanborn map dated 1888 indicates dwellings on the former willow fields and the presence of the Philadelphia Brewery at the site where Don Louis Vignes' aliso tree once stood.[6]

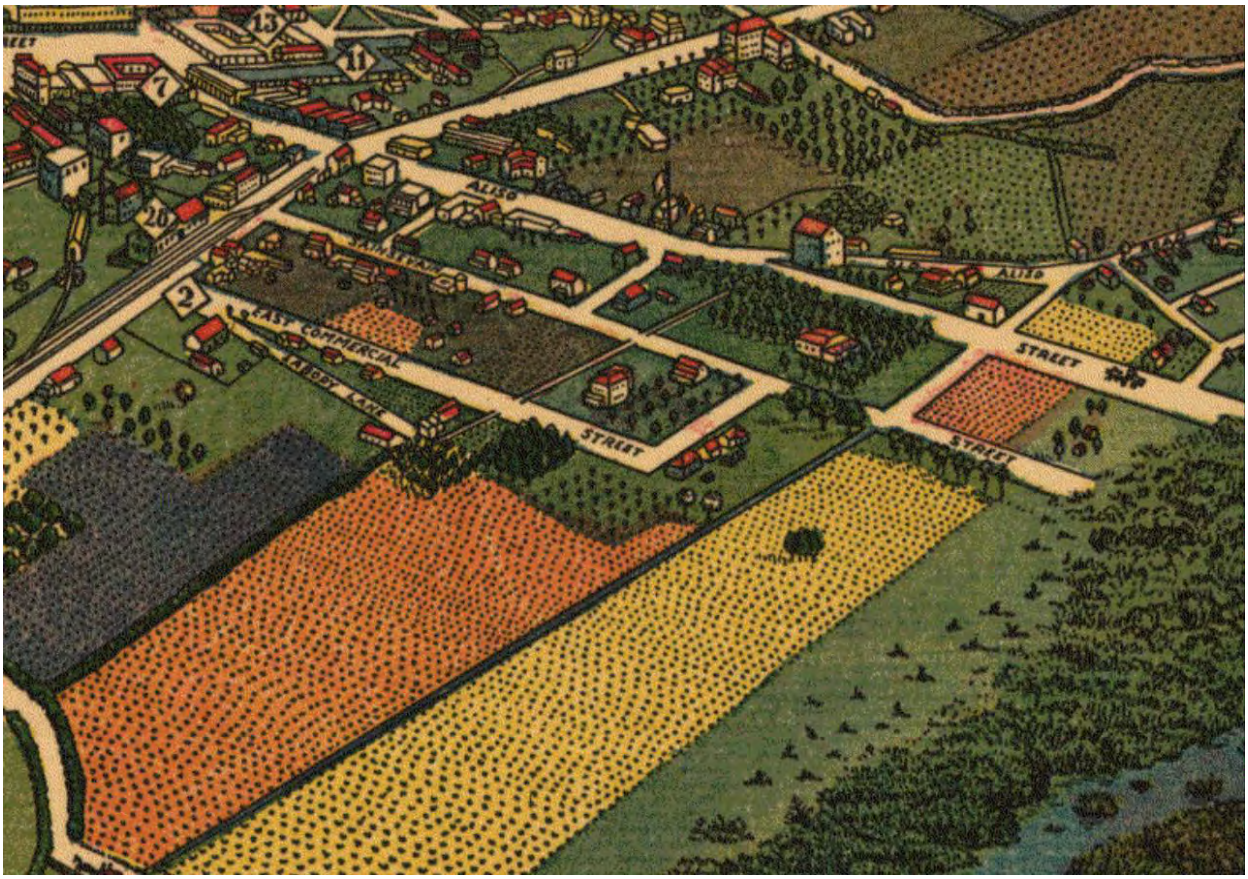

Figure 5: The proposed project site, as it appeared in 1871.

The Vignes adobe is believed to have been located on the south side of Aliso Street, two blocks east of the railroad tracks on Alameda Street (west of the unlabeled Vignes Street).

[5] Gores, and Los Angeles Women's University Club. Los Angeles as it appeared in. [Los Angeles Women's University Club of L.A, 1871] Map. https://www.loc.gov/item/75690623/.
[6] Sanborn Fire Insurance Company. 1888. Maps, Los Angeles, California.

Figure 6: Photograph of the Vignes property, 1865.

4.2.1 Matthew Keller

Subdivision of the Ramirez property began circa 1860 when a series of commercial structures was built on the corner of Aliso and Alameda Streets. About 10 years later, Matthew Keller obtained the western side of Ramirez's property, while a strip of lots measuring 100 feet deep was subdivided on the southern side of the property, fronting Aliso Street. Keller used his property for a vineyard and constructed a large winery. The buildings along Aliso Street, south of Keller, were apparently commercial establishments rather than residences. These included a bakery, farm supplies retailer, and livery stable, while the strip along Old Aliso Road was used for a livery stable and livestock pens. A large open area lay behind the commercial buildings, and Keller's winery appears to have been used for livestock and similar purposes, perhaps related to the Old Aliso Road businesses. In the 1880s, Chinatown began to develop to the north of the study area. Although the existing evidence is equivocal, it is possible that some of the Chinese tenements may have extended southward along Juan Street and into the study area. The commercial nature of the structures in the study area, with Chinatown extending into or abutting the property to the north, characterized the land use pattern into the twentieth century when construction of LAUS began in the 1930s.[7]

4.2.2 Development in the APE by 1905

By 1905, downtown Los Angeles—from Macy Street south to First Street and from Alameda Street east to the Los Angeles River, on what had been willow fields, vineyards, and orange groves only 30 years earlier—had become a thriving city, with "China Town" located at the

[7] Myra L. Frank & Associates, Inc. 1995. Metropolitan Water District of Southern California DEIR. p. 3-174.

northwest corner of the APE at Alameda Street and Macy Street (now Cesar Chavez Avenue). The Victoria Hotel, C. F. Pike & Co., and Newell Matthews Company were some of the commercial businesses that were interspersed with residential dwellings along Aliso Street. Los Angeles Gas & Electric Company occupied a parcel on Macy Street south to Aliso Street, next to the river. A macaroni and candy factory, Kahn-Beck Company, appeared on a 1906 Sanborn map at the northwest corner of Aliso Street and Center Street, in a building that is now occupied by the Friedman Bag Company. On the corner of Commercial Street and Vignes Street, the Maier Zobelein Brewery now occupies the former site of the Philadelphia Brewery, the original site of the historic Vignes adobe.

4.2.3 Development Changes in the APE in the 1920s

Following the residential boom sparked by railroad competition in the mid- to late 1880s, the character of the APE changed from agricultural to predominantly single-family residential, although a few industrial and commercial buildings were interspersed. By the 1920s, however, the residential character yielded to industrial; by the 1950s, the APE was almost entirely industrial in character.

Within the APE, the Thomas R. Barabee Store and Warehouse and the Los Angeles Casing Company on Ducommon Street were both built in the 1920s, reflecting the new industrial character of the area. The parcels were derived from the original Alanis Tract, which had been recorded by Charles Ducommun and I. W. Hellman in 1874, approximately the same time that Eugene Meyer subdivided the Aliso Tract. Barabee was listed in the 1926 Los Angeles City Directory as being involved with "chemicals."[8] The Los Angeles Casing Company was a "gut products manufacturing company."[9] To the east of these buildings, at Ducommon Street and Center Street, were Los Angeles Gas & Electric Company tanks.

During this era, the portion of the APE north of Aliso Street was assessed as a potential location for the Los Angeles Union Passenger Terminal. A study entitled "Location and Class of Buildings—Railroad and Industrial District—1918" identified dwellings, hotels, apartments and lodging houses, industrial uses, other uses, and "Mongolians," with industrial uses dominating.[10]

4.2.4 The Macy Street Neighborhood

Just northeast of downtown Los Angeles and just west of the Los Angeles River, the Macy Street neighborhood emerged as a home to working-class, immigrant families during the first quarter of the twentieth century. Of the approximately 3,000 residents that inhabited the neighborhood by the mid-1920s, two-thirds were of Mexican decent with a smaller concentration of Chinese-American residents and other newly immigrated families. Most inhabitants of the

[8] Carlisle, Alma. 2002. *Los Angeles Run-Through Tracks Project.* DPR 523 form. October.
[9] Chasteen, Carrie. 2002. *Los Angeles Run-Through Tracks Project*. DPR 523 form. September.
[10] Weitze, Karen J. 1980. *Aliso Street Historical Report, El Monte Busway Extension in the City of Los Angeles*. January. p. 17.

crowded and impoverished Macy Street neighborhood were relegated to the area due to poverty and widespread segregation, which prevented non-whites from residing in the majority of residential districts in Los Angeles during the period. The Macy Street neighborhood was commonly referred to as the "Foreign Quarter" during the 1910s and 1920s because of the ethnic, immigrant makeup of the neighborhood.[11] Macy Street was also adjacent to manufacturing and naturally became a home to many of the low-paid manual laborers who worked nearby.[12]

The maze of cramped dwellings that characterized much of Macy Street first developed during the turn of the century as housing for workers in nearby industry. At the time, building codes provided little protection against poor construction and did not prevent residences from being built directly adjacent to polluting and unsanitary industrial sites. Many of the dwellings in the neighborhood were little more than shacks that were built in the cheapest and most rudimentary way. Surrounding the neighborhood were the Wilson and Cudahy meat packing plant and accompanying animal corral to the west and along the river, oil and lumber industrial sites to the south and west, and Southern Pacific rail yards to the north. In addition to the pollution caused by these industries, the Los Angeles River, which was contaminated with animal and human waste, added further to the unsanitary conditions of the neighborhood.[13]

During the 1910s and 1920s, the overcrowded and poorly constructed living quarters on Macy Street created substandard living conditions for the vast majority of residents. Many of the dwellings lacked toilets, indoor sinks, bathtubs, electricity, and gas connections. Homes remained in a general state of disrepair that included rotten wood, broken windows, leaky roofs, and defective plumbing. Vermin infestation and mold issues were common, and corridors through the neighborhood were littered with trash.[14] The proliferation of trash in the neighborhood was partly due to the lack of City services to the area, such as trash collections, that were provided to more affluent districts in Los Angeles. Because of these unsanitary living conditions, such communicable diseases as diphtheria, typhus, smallpox, tuberculosis, and scarlet fever regularly swept through the community. Conditions had become so unhealthy that a plague epidemic inflicted the Macy Street neighborhood in fall 1924, and the City health officials decided to temporarily quarantine the neighborhood. The plague drew national attention and helped motivate local activists, like Macy Street School principle Nora Sterry, to speak out publically against the deplorable and inhumane conditions that persisted in the neighborhood (Figure 7).[15]

[11] No author listed, "Where Children of Many Nations Will Receive Instruction" Los Angeles Times. May 2, 1915.
[12] Feldinger, Frank. *A Slight Epidemic: The Government Cover-up of Black Plague in Los Angeles: What Happened and Why It Matters*. Los Angeles, CA: Silver Lake Pub., 2008. Pg. 19-20
[13] Ibid., pg 20-22
[14] Ibid., pg 21
[15] Raftery, Judith Rosenberg. Land of fair promise: politics and reform in Los Angeles schools, 1885-1941. Stanford University Press, 1992. Pg. 99

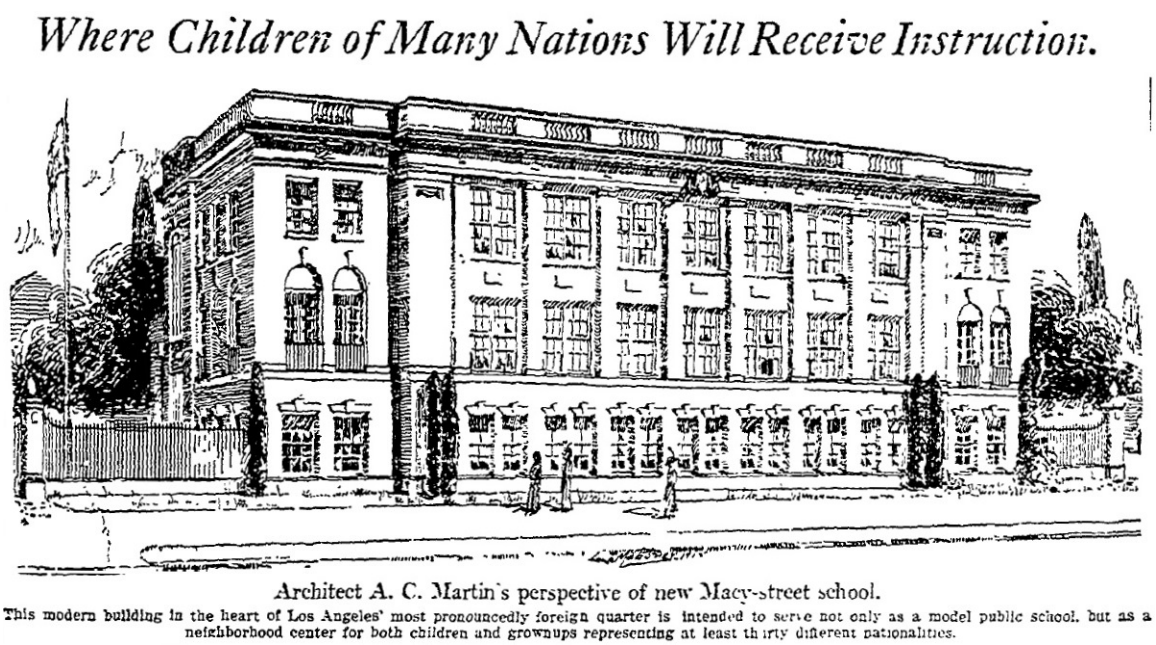

Figure 7: *Los Angeles Times*, May 2, 1915, rendering of the Macy Street School

The residential character of the neighborhood began to change due to increased downtown development, and homes were demolished in the late 1930s to allow for the construction of LAUS, the U.S. Postal Annex on Alameda Street, and later the county jail.[16] Historic aerial maps indicate that other residences in the neighborhood had largely been demolished for commercial and industrial development by the early 1950s.[17] As of 1951, businesses expanding into the Macy Street neighborhood included Eureka Metal Works, the Southern California Gas Company, the Wilson & Co. Packing Plant, and a plumbing supply store. Since the 1950s, the area has become a mix of infrastructural, government, and commercial uses. Surrounding Macy Street School building—the primary remaining property of the former neighborhood—are now substantial correctional facilities, multiple bail bonds companies (some in the Macy Street School building itself and in 1950s-era former warehouse and light industrial properties), Metro headquarters, LAUS, and a handful of other industrial and commercial enterprises.[18]

4.2.5 The East Side Industrial District

The first true industrial center of Los Angeles emerged in the 1910s in what would become known as the East Side Industrial District, located on the east end of downtown Los Angeles. Proximity to the Los Angeles River and major railroad lines fueled early industrial growth and made for easy distribution of locally produced goods. The traditional boundaries of the East Side Industrial District lie between Alameda Street (west), the Los Angeles River (east), Ninth Street (south), and Elysian Park (north). The properties in the APE at 410 Center Street,

[16] Simross, Lynn, "Old Macy St. Gang Puts Best Foot Forward for Youths" Los Angeles Times. May 5, 1982.
[17] Historicalaerials.com: 1948, 1952, 1964
[18] Sanborn Fire Insurance Maps: 1906, 1951

620 Commercial Street, 706 Ducommun Street, and 711 Ducommun Street are at the northern end of the district on land that historically had been part of the Aliso Tract (Figure 1).[19]

The East Side Industrial District moniker suggests an area that is devoted exclusively to industry. However, at the turn of the century, the area was a diverse mix of residential, commercial, and industrial properties. Along with the heavy-industry foundries and boiler works, one could find grocery stores, restaurants, saloons, and residences that ranged from single-family dwellings to apartment buildings. Although the district became increasingly industrial in the 1910s and 1920s, the limited amount of land and high land values motivated some industrialists to relocate farther east or south of downtown by the mid-1920s to expand their operations in a less congested environment.[20]

According to the Sanborn Fire Insurance Company maps from 1951, the area immediately surrounding the buildings on Ducommun, Center, and Commercial Streets was completely devoted to industrial enterprises by the mid-twentieth century. Along Center Street, the Southern California Gas Company operated a number of gas compressors, holding tanks, and storage buildings that extended several blocks. The Grand Canyon Lime and Cement Company and other cement companies had operations between the gas company facility to the west and the adjacent Atchison, Topeka & Santa Fe railroad tracks to the east.[21]

After World War II, housing and related neighborhood uses, such as churches and neighborhood-type markets, disappeared on the east side at a rapid rate, because these types of buildings were replaced in the hundreds by industrial structures of utilitarian design. With rare exception, these structures were functional in character, one story tall, and constructed from bricks or concrete blocks; later, tilt-up construction methods were used.[22] By the late 1970s, the east side was a predominantly industrial and commercial district with essentially the same physical and land use character/mix as today. Although some new industrial buildings and parking structures have been constructed in the district over the last 20 years, the mid-century warehouses, which often replaced pre–World War II industrial buildings and residences, remain the most common building type in the area.

[19] Sitton, Tom, and William Deverell (eds.). 2001. *Metropolis in the Making*. Berkeley: University of California. pp. 13–18.
[20] Ibid., pp. 14 and 15.
[21] Sanborn Fire Insurance Company. 1906 and 1951. Maps, Los Angeles, California.
[22] Carson Anderson. 1992. *Eastside Industrial Area Architectural and Historical Resources.* Los Angeles, CA: Community Redevelopment Agency, City of Los Angeles. pp. 9 and 10.

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5.0 Significance Thresholds

5.1 Evaluation per NRHP Criteria

To be considered for inclusion in the NRHP, a property must meet the criteria for evaluation set forth in 36 Code of Federal Regulations (CFR) Part 60.4, as described below.

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and

a. Are associated with events that have made a significant contribution to the broad patterns of our history; or

b. Are associated with the lives of persons significant in our past; or

c. Embody the distinctive characteristics of a type, period, or method of construction or represent the work of a master or possess high artistic values or represent a significant and distinguishable entity whose components may lack individual distinction; or

d. Have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or

d. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g. A property achieving significance within the past 50 years if it is of exceptional importance.

5.2 Evaluation per CEQA Criteria

Section 15064.5 of the State CEQA Guidelines (Title 14 California Code of Regulations [CCR], Chapter 3) sets forth the criteria and procedures for determining significant historical resources and the potential significant impacts of a project on such resources.

5.2.1 CEQA Statute

The CEQA statute and guidelines provide five basic definitions as to what may qualify as a historical resource. Specifically, Section 21048.1 of the CEQA statute provides a description for the first three of these definitions, simplified as follows:

1. Listed in the California Register of Historical Resources (CRHR), including the following that are listed automatically;
    a. Listed in the National Register of Historic Places;
    b. Determined eligible for the National Register either by the Keeper of the National Register or through a consensus determination on a project review such as Section 106 of the NHPA;
    c. State Historical Landmarks from number 770 on.
2. Determined eligible for the CRHR by the State Historical Resources Commission; or
3. Included in a local register of historical resources.[23]

[23] PRC 5020.1(k): "Local register of historic resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

5.2.2 CEQA Guidelines

Section 15064.5(a) of the State CEQA Guidelines supplements the CEQA statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

1. Identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g)[24]; or

2. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

5.2.3 California Register of Historical Resources

The CRHR criteria are set forth in 14 CCR 4852(b), as follows:

(b) Criteria for evaluating the significance of historical resources. A historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

(1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

(2) It is associated with the lives of persons important to local, California, or national history;

(3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or

[24] PRC 5024.1(g): A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:
(1) The survey has been or will be included in the State Historic Resources Inventory.
(2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.
(3) The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.
(4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

(4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

(c) Integrity. Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described in Section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

(d) Special considerations:

(1) Moved buildings, structures, or objects. The Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving a historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the CRHR if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historical resource should retain its historic features and compatibility in orientation, setting, and general environment.

(2) Historical resources achieving significance within the last fifty (50) years. In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty (50) years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance.

(3) Reconstructed buildings. Reconstructed buildings are those buildings not listed in the CRHR under the criteria in Section 4853(b)(1), (2), or (3) of this chapter. A reconstructed building less than fifty (50) years old may be eligible if it embodies traditional building methods and techniques that play an important role in a community's historically rooted beliefs, customs, and practices; e.g., a Native American roundhouse.

6.0 Findings and Conclusions

6.1 Application of Eligibility Criteria

The historic and architectural resources survey resulted in the identification of properties that are eligible for listing in the NRHP and considered historical resources for the purposes of CEQA. They are evaluated through an understanding of the historic context and application of the federal and state criteria. The federal and state significance criteria are discussed in Chapter 5, in Sections 5.1 and 5.2, respectively.

Through application of the federal and state criteria, in consideration of the historic context and other research, the historic properties (listed or eligible for listing in the NRHP) and historical resources outlined in the discussion that follows (per State CEQA Guidelines) were identified within the APE. Within the APE, all properties over 50 years old were evaluated to determine eligibility for listing in the NRHP and for meeting CEQA 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.

6.2 Findings of this Report

The project APE is centered primarily around LAUS (Map Reference #9), an NRHP-listed property located in an urban setting with industrial properties and railroad tracks. The following NRHP-listed and NRHP-eligible properties are analyzed and evaluated in the DPR series 523 forms found in Attachment A of this HRER.

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, and

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 to determine if they were CEQA historical resources, even if they did not meet NRHP eligibility criteria. Properties which fell into one of the three bullets above are also considered to be CEQA historical resources

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.

6.3 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 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** (a.k.a., 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 Offices in California 1900 to 1941 Thematic Resource nomination. Specific NRHP eligibility criteria were not articulated in the NRHP nomination but areas of significance were, indicating Criterion A was met for association with community planning and Criterion C was met for quality in architecture and art. Therefore, when Terminal Annex was listed in 1985, the property met NRHP Criteria Consideration G for exceptional importance for properties achieving significance within the past 50 years. 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). Specific NRHP eligibility criteria were not articulated in the NRHP nomination but areas of significance were, indicating Criterion A was met for association with community planning and transportation Criterion C was met for quality in architecture. When LAUS was listed in 1980, it was only 41 years old, therefore the property met NRHP Criteria Consideration G for exceptional importance for properties achieving significance within the past 50 years. 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 19th and early 20th 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, two contributing sites, six non-contributing buildings, and one 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.

6.4 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 6.3 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 needed 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:

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 earliest buildings on the property were constructed from 1923 to 1937 and seven of those eight buildings are located

outside the APE. The original period of significance was 1923 to 1944On 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) by the Federal Emergency Management Agency (FEMA) after the 1994 Northridge Earthquake 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 and 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 Cardinal Street, Los Angeles, is a seventeen-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 1943-1952, based on the years of construction. William Mead Homes was determined eligible for the NRHP on June 3, 2002, at the local level of significance through the Department of Housing and Urban Development (HUD) and SHPO 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 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 designed by chief architect P. A. Eisen in collaboration with Norman F. Marsh, Herbert Powell, Armand Monaco, A. R. Walker, and David D. Smith. Its landscape was designed by prolific landscape architect Ralph D. Cornell. 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. The SHPO concurred with FRA's determination of eligibility under NRHP Criteria A and C at the local level of significance (see Attachment G of the HPSR—2004 SHPO letter). The property is not a state landmark or local monument.

4. **Cesar Chavez Avenue Viaduct** (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 to be eligible for the NRHP in 1986 under Criterion C through a consensus determination process by the Federal Highway Administration (FHWA) and SHPO as a result of the Caltrans Historic Bridge Inventory (HBI). The bridge was declared LAHCM #224 on August 1, 1979.
5. **First Street Viaduct** over the Los Angeles River (Bridge #53C 1166, Map Reference #25), located 0.6 mile 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 under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans 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 on the east to Santa Fe Ave on 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 on the east to Santa Fe Avenue on 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, according to the Caltrans HBI. 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 on the east to Enterprise Street on 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. 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 Olympic Boulevard Bridge was declared LAHCM #902 on January 30, 2008.

6.5 Properties Evaluated and Recommended Eligible for the NRHP as a Result of This Study

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

All architectural 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 6.2 and 6.3, respectively, 19 other architectural resources over 50 years of age 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 6.6. Properties evaluated and not recommended eligible for the NRHP nor CEQA are described in Section 6.7.

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 are included is provided on California DPR 523 Forms included in Appendix A:

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. That the resource was left outside the boundary appears to be a documenting error of the NRHP nomination, because the map was based on the property's parcel boundary. Vignes Street forms the northern boundary of the LAUPT National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary. It was designed essentially in the Streamline Moderne style with Spanish Colonial Revival influence. 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 bridge has functioned as an important element of the LAUPT, with which it shares a direct historic association. The design and construction of the bridge was an integral part of the overall planning process to bring train service to Union Station; the bridge has carried all train traffic into LAUS since the terminal opened to service in 1939. While the concrete substructure of the Vignes Street Undercrossing has been repaired over the years somewhat compromising its integrity of materials, the structure continues to possess integrity of location, design, workmanship, setting, feeling and association. The Vignes Street Undercrossing contributes to the significance of LAUS, and is 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 St, Los Angeles (alternate address 505 Clara Street), was constructed in 1915 and designed in the English Renaissance Revival style by noted Los Angeles Architect Albert C. Martin. The period of significance is 1915 to 1930 which is related to the tenure of School Principal Nora Sterry. The Macy Street School is 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 building retains sufficient historic integrity to convey significance under NRHP Criteria A and B, however, substantial window alterations and entry additions have compromised its integrity of design, materials and workmanship that it is not eligible for the NRHP under Criterion C. 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.

6.6 Properties Evaluated and Recommended Not Eligible for the NRHP but Considered Historical Resources under CEQA as a Result of This Study

Outside of the resources listed in Sections 6.3, 6.4, and 6.5, all other resources in the Link US APE are recommended not eligible for the NRHP. Details on properties evaluated and determined not eligible for the NRHP are located in Section 6.7.

Based on information provided by the City of Los Angeles Office of Historic Resources (OHR), and the results of SurveyLA conducted by OHR, two of the built resources in the APE are considered historical resources under CEQA, as follows:

1. The **Thomas R. Barabee Store and Warehouse** (611–615 Ducommun Street, Los Angeles, Map Reference #16), 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 January 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 believes 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 completed its SurveyLA findings for the Central City North nearly two years later in September 2016, it did not include this property among those individual resources found to be significant in this area.[25] Because of the information provided by OHR in 2014, it is being considered a historical resource under CEQA. FRA has determined that this property remains ineligible for listing in the NRHP. The property is not a state landmark or local monument.
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 January 15, 2004 (FRA031117A). 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. As reported in 2002 (see attached DPR form), the original 1902 building's end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for the construction of U.S. 101, therefore, it lacks integrity. Despite the alteration, 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.

[25] "Central City North: Individual Resources 09-29-2016." *SurveyLA,* available at https://preservation.lacity.org/sites/default/files/CentralCityNorth_IndividualResources.pdf, accessed 20 June 2018.

6.7 Properties Evaluated and Recommended Not Eligible for the NRHP nor CEQA as a Result of This Study

All other resources in the Link US APE are recommended not eligible for listing in the NRHP, not to be historical resources under CEQA, or were not evaluated because they have not achieved significance within the past 50 years and do not have exceptional importance.

The following eight properties, in order of Map Reference Number, were evaluated for this study and are recommended not eligible for the NRHP through the Section 106 process documented in this HRER. Additional documentation on these properties are included on California DPR 523 forms in Appendix A. As a result, they have been assigned a temporary OHP status code of "6Y" in Table 1, pending OHP review and confirmation. Status code "6Y" is defined by OHP as "determined ineligible for NR[HP] by consensus through Section 106 process – not evaluated for CR[HR] or Local Listing." In addition, 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), PM 1.3 to PM 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, CA, OHP Status Code 6Y, 6Z 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 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. 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

6.8 CEQA Historical Resources within the APE

The following sixteen properties are considered to be historical resources for the purposes of CEQA. These resources were all detailed in previous sections.

1. Los Angeles Department of Water and Power, Main Street Center, 1630 N. Main Street, Los Angeles, CA, OHP Status Code 2D2, Map Reference #1
2. William Mead Homes, 1300 Cardinal Street, Los Angeles, CA, OHP Status Code 2S2, Map Reference #2
3. Mission Tower, 800 N. Alameda Street, Los Angeles, CA, OHP Status Code 2S2, Map Reference #3
4. Vignes Street Undercrossing (Bridge #53C 1764), 0.2 mile northwest of Cesar Chavez Avenue, Los Angeles, CA, OHP Status Code 2D2, Map Reference #4
5. U.S. Post Office—Los Angeles Terminal Annex, 900 N. Alameda Street, Los Angeles, CA, OHP Status Code 1S, Map Reference #5
6. Macy Street School, 900 N. Avila Street, Los Angeles, CA, OHP Status Code 3S, Map Reference #8
7. Los Angeles Union Passenger Terminal (Union Station. LAUS), 800 N. Alameda Street, Los Angeles, CA, OHP Status Codes 1S, 5S1, Map Reference #9
8. Los Angeles Plaza Historic District, 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, Los Angeles, CA, OHP Status Code 1S, Map Reference #29
9. Denny's Restaurant, 530 East Ramirez Street, Los Angeles, CA, OHP Status Code 3S, Map Reference #30

10. Cesar Chavez Avenue (formerly Macy Street) Viaduct (Bridge #53C 0130), Cesar Chavez Avenue over the Los Angeles River, 0.12 mile north of US-101, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #10
11. Thomas R. Barabee Store and Warehouse, 611–615 Ducommun Street, Los Angeles, CA, OHP Status Code 5S3, Map Reference #16
12. Friedman Bag Company— Textile Division, 801E. E. Commercial Street, Los Angeles, CA, OHP Status Code 3S, Map Reference #22
13. First Street Viaduct (Bridge #53C 1166), First Street over the Los Angeles River, 0.6 mile west of US-101, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #25
14. Fourth Street Viaduct (Bridge #53C 0044), Fourth Street over the Los Angeles River, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #26
15. The Seventh Street Viaduct (Bridge #53C 1321), Seventh Street over the Los Angeles River, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #27
16. Olympic Boulevard (Ninth Street) Viaduct (Bridge #53C 0163), Olympic Boulevard over the Los Angeles River, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #28

6.9 Conclusions

This technical report addresses the 30 properties more than 50 years old within the Link US APE.

- Three properties were previously listed in the NRHP
- Eight properties were previously determined eligible for listing in the NRHP
- Three properties were evaluated for this study and recommended eligible for listing in the NRHP
- Two properties were previously determined ineligible for listing in the NRHP, but are considered to be historical resources under CEQA
- Eight properties were previously determined ineligible for listing in the NRHP and that ineligibility is confirmed in this study
- Six properties were evaluated for this study and recommended ineligible for listing in the NRHP

All other properties in the APE are less than fifty years old, and do not possess exceptional importance. Therefore, these properties do not require additional evaluation.

Table 1 summarizes the NRHP determinations and CEQA historical resource determinations for the 30 properties over 50 years old in the APE, and lists them first in the order of their NRHP status, and second in order of their Map Reference Number.

Table 1. NRHP and CEQA Status of Properties over 50 years old in the APE

Property Name	NRHP Status	CEQA Status	OHP Status Code	Map Reference Number	CHL or LAHCM Number
Listed in the NRHP					
U.S. Post Office—Los Angeles Terminal Annex	NRHP Listed SID #85000131 January 11, 1985	Previously determined to be a Historical Resource	1S	5	N/A
Los Angeles Union Passenger Terminal (Union Station)	NRHP Listed SID #80000811 November 13, 1980	Previously determined to be a Historical Resource	1S, 5S1	9	LAHCM #101
Los Angeles Plaza Historic District	NRHP Listed, SID #72000231 November 3, 1972	Previously determined to be a Historical Resource	1S	29	CHL #156, LAHCM #64
Previously Determined Eligible for the NRHP					
Los Angeles Department of Water and Power, Main Street Center	SHPO concurred with FEMA determination in 1995; current study adds contributors	Previously determined to be a Historical Resource	2D2	1	N/A
William Mead Homes	SHPO concurred with HUD determination on June 3, 2002	Previously determined to be a Historical Resource	2S2	2	N/A
Mission Tower	SHPO concurred with FRA determination on January 15, 2004	Previously determined to be a Historical Resource	2S2	3	N/A
Cesar Chavez Avenue (formerly Macy Street) Viaduct (Bridge #53C 0130)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	10	LAHCM #224
First Street Viaduct (Bridge #53C 1166)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	25	LAHCM #909
Fourth Street Viaduct (Bridge #53C 0044)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	26	LAHCM #906
Seventh Street Viaduct (Bridge #53C 1321)	Consensus determination by FHWA and SHPO in 1986 for	Previously determined to be a Historical Resource	2S2, 5S1	27	LAHCM #904

Table 1. NRHP and CEQA Status of Properties over 50 years old in the APE					
Property Name	**NRHP Status**	**CEQA Status**	**OHP Status Code**	**Map Reference Number**	**CHL or LAHCM Number**
	Caltrans HBI				
Olympic Boulevard (Ninth Street) Viaduct (Bridge #53C 0163)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	28	LAHCM #902
Determined Eligible for the NRHP in this Study					
Vignes Street Undercrossing (Bridge #53C 1764)	Recommended eligible under Criterion A at the local level	Historical Resource as a result of this study	2D2	4	N/A
Macy Street School	Recommended eligible under Criteria A and B at the local level	Historical Resource as a result of this study	3S	8	N/A
Denny's Restaurant	Recommended eligible under Criterion C at the local level	Historical Resource as a result of this study	3S	30	N/A
CEQA Historical Resource but not Eligible for the NRHP					
Thomas R. Barabee Store and Warehouse	Previously determined not eligible by FRA with SHPO concurrence on January 15, 2004	Historical Resource based on e-mail from City of LA OHR on December 19, 2014	5S3	16	N/A
Friedman Bag Company— Textile Division	Previously determined not eligible by FRA with SHPO concurrence on January 15, 2004	Historical Resource based on SurveyLA results in 2016 (northwest portion only)	3S	22	N/A
Ineligible for the NRHP and not a CEQA historical resource					
Gonzalez Candle Shop Manufacturing Building	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	6	N/A
Interstate Rubber Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	7	N/A
US Highway 101 Segment, Santa Ana Freeway ("the slot")	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y, 6Z	11	N/A
American Warehouse and Realty Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	13	N/A

Table 1. NRHP and CEQA Status of Properties over 50 years old in the APE

Property Name	NRHP Status	CEQA Status	OHP Status Code	Map Reference Number	CHL or LAHCM Number
Maier Brewing Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	14	N/A
Friedman Bag Company, Polyethylene Division, North Building	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	18	N/A
Friedman Bag Company, Polyethylene Division, South Building	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	19	N/A
Manley Oil Company/ Southern California Gas Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	21	N/A
US-101 Bridge #53-0405, US-101 over the Los Angeles River	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	12	N/A
Friedman Bag Company—Storage Building,	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	15	N/A
LAUSD District H Facilities Services and Maintenance Operations	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	17	N/A
Los Angeles Casing Company	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	20	N/A
New York Junk Company	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	23	N/A
Amay's Bakery & Noodle Company	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	24	N/A

No other built environment resources within the APE are recommended as meeting NRHP criteria or are considered historical resources under CEQA.

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8.0 Preparers' Qualifications

The preparers of this HRER are listed alphabetically below.

Andrew Bursan, principal architectural historian, consultant with ICF, is a federally qualified professional (36 CFR 61) with 11 years of experience working on issues related to urban planning and historic preservation. While working for the City of Arroyo Grande, California, he assisted in the creation of a historic resources committee, a citywide historic register, and a historic overlay zone. Since joining ICF International, Andrew has supported various projects through archival, library, microfiche, and Internet research. He also conducts permit research and is experienced in the preparation of historic context statements and property descriptions. Education: MCRP, City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2005; BA, History, University of California, Los Angeles, 2002.

Katrina Castaneda, research technician, consultant with ICF, has 3 years of historic preservation and planning experience. She supports projects through historical research, DPR and district evaluations, and historic context statements. Prior to ICF, she ran preservation workshops and marketed and enforced the City of Anaheim's Mills Act program. Katrina is pursuing dual Master of Arts degrees in Planning and Heritage Conservation from the University of Southern California and holds a Bachelor of Arts degree from UC Irvine.

Jessica B. Feldman, principal architectural historian, consultant with ICF, has a master's degree in historic preservation planning from Cornell University and is a federally qualified professional (36 CFR 61) in the fields of historic preservation, architectural history, and preservation planning. Jessica has more than 18 years of professional experience and has been extensively involved in cultural resource investigations in compliance with the National Environmental Policy Act, National Historic Preservation Act, and other federal, state, and local cultural resource regulations. In addition, she is an expert in the areas of research and architectural resource analysis, with a focus on engineering and industrial resources. Jessica specializes in the analysis and preservation of historic bridges.

Elizabeth Hilton, principal architectural historian, consultant with ICF, has a master's degree in historic preservation from the Art Institute of Chicago and a bachelor's degree in historic preservation and community planning from the College of Charleston in South Carolina. She has more than 10 years of experience conducting architectural/historic surveys, including Section 106 and CEQA compliance surveys. Elizabeth has been the signatory architectural historian on numerous Caltrans cultural resources technical reports and has researched, authored, and compiled successfully listed National Historic Landmark, NRHP, and local-level landmark nominations.

Salli Hosseini, principal architectural historian, former consultant with ICF, has a master's degree in historic preservation from the Savannah College of Art and Design, a BA in Urban Studies and Planning from California State University, Northridge, and a BAr in Architecture from Boston Architectural College. Salli meets the Secretary of the Interior's Professional Qualifications Standards in the discipline of architectural history.

Daniel Paul, principal architectural historian, consultant with ICF, has a wide range of work experience. As a qualified architectural historian pursuant to the Secretary of the Interior's Standards and Guidelines (36 CFR 61), Daniel has been involved with Section 106 reviews, state regulatory setting analyses, the drafting of programmatic agreements, and all aspects of individual property evaluations at the local, state, and federal levels. He has been the signatory architectural historian on numerous Caltrans cultural resources technical reports and has researched, authored, and compiled successfully listed NRHP, CRHR, and local-level landmark nominations. Daniel has a Master of Arts degree with high honors in art history from California State University, Northridge, and a Bachelor of Arts degree with high honors in art history from California State University, Fullerton.

Margaret Roderick, architectural historian, consultant with ICF, has a master's of Art History degree from Florida State University and is in progress for a Master of Heritage Conservation from the University of Southern California. She also has a bachelor's degree in Art History and Criticism from the University of California, San Diego. She has almost two years of experience in conducting architectural/historic surveys, including Section 106 and CEQA compliance surveys.

Richard Starzak, principal architectural historian and Senior Fellow, and consultant with ICF, has a Master of Arts degree in architecture from the University of California, Los Angeles. Richard has more than 35 years of experience in the field of historic preservation consulting.

Appendix A:
California Department of Parks and Recreation Forms: DPR 523

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CHR Status Code: 2S2 remains for entire property; 2S2 would apply to the four added contributing buildings.

Address: (As listed in HRI) 1630 N. Main Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409013913

Present Use: Utility infrastructure

Historic Name: Los Angeles Department of Water and Power General Services Headquarters; "Main Street Yard."

Owner and Address: Los Angeles Department of Water and Power
Real Estate Group
111 N. Hope Street, Room 1025
Los Angeles, CA 90012-2964

The subject historic district (19-176368) was determined NRHP eligible by the SHPO on May 6, 1995 through a Section 106 undertaking related to evaluation of properties damaged from the 1994 Northridge earthquake, lead federal agency was FEMA: The Federal Emergency Management Agency. The district, with its multiple contributing resources, was found NRHP eligible relative to Criterion A and B for associations with the development and distribution of power for the City of Los Angeles, and for historic associations to Ezra F. Scattergood, the City's chief electrical engineer for 31 years. The identified period of significance for the property was 1923: the year of the earliest on-site buildings, to 1944: 50 years before the 1994 evaluation.

A site visit was conducted on July 13, 2016 to confirm existing conditions, and the subject historic district appears to retain NRHP eligibility. The subject analysis proposes to extend the property's period of significance to 1966, thereby adding four additional properties as district contributors to the NRHP eligible district that did not meet Criteria Consideration G for properties less than 50 years old in 1994. All four buildings appear to have very good to excellent exterior integrity from their build years, and all four meet NRHP Criterion A for associations with the development and distributing of power for the City of Los Angeles.

The four buildings are as follows:

- Building 16: Heavy Mechanical Shops and Administration Building. Year: 1957. (19-176371)

- Building 11A: Transformer Test Building. Year: 1961 (19-176372)

- Building 17: Station Maintenance Building. Year: 1963 (19-176373)

- Building 7: Testing Laboratories Building. Year: 1965 (19-176374)

Pending SHPO concurrence with FRA's determination, each of the four above-listed contributing resources would receive a CSHR Status Code of 2D2.

The Los Angeles Department of Water and Power Main Street Center appears to be one of the largest infrastructural groupings in Los Angeles with virtually all of its primary buildings and structures dating over 50 years old, with very few apparent alterations. Each the four buildings proposed to be added to the historic district appears to retain its original use and integrity. The four above-mentioned buildings, highly functional and straightforward in their design, appear to retain their integrity of location; architectural design; association- to Los Angeles power generation and distribution; feeling- of utilitarian, postwar infrastructural buildings; materials that include original windows, window awnings, *brise-soleil* elements, ribbon windows, louvers, unadorned concrete construction, and for bldg. 11A, corrugated metal; workmanship- appearing intact though minimal; and setting- each present within and informing the substantially scaled district; a distinctive if not unique for Los Angeles historic era infrastructural complex.

Survey Type: Intensive Survey Effort; Section 106 Compliance; P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Building 16: Administration Building, 1957, (19-176371). Camera Facing NW.
Photo ICF International, July, 2016. IMG_9073.jpg

Building 11A: Transformer Test Building, 1961, (19-176372). Camera facing NE.
Photo ICF International, July, 2016. IMG_9118.jpg

Building 17: Station Maintenance Building, 1963, (19-176373). Camera Facing SW.
Photo: ICF International, July, 2016. IMG_9076.jpg

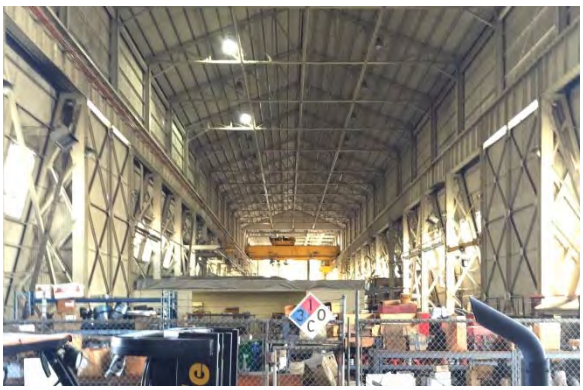
Building 7: Testing Laboratories Building, 1965, (19-176374). Camera Facing NW.
Photo: ICF International, July, 2016. IMG_9162.jpg

Selected previously identified contributing resources

Building 1: Light Mechanical Shops, 1924.
(19-175280). Camera Facing SW.
Photo ICF International, July, 2016. IMG_9325.jpg

Building 5: Receiving Station A, 1925.
(19-175283). Camera facing NE.
Photo ICF International, July, 2016. IMG_9182.jpg

Building 9: Electrical Repair Shop, 1935/1937.
(19-175284). Camera Facing S.
Photo: ICF International, July, 2016. IMG_9276.jpg



Hoist House, 1935.
(19-176370). Camera Facing W.
Photo: ICF International, July, 2016. IMG_9127.jpg

Building 3: General Warehouse, 1924.
(19-175282). Camera facing NW.
Photo: ICF International, July, 2016. IMG_9284.jpg

Building 11: Transformer Warehouse
(Train & Williams, Architects), 1926. (19-175281)
Photo: ICF International, July, 2016. IMG_9095.jpg

19-176368

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

Primary # _____
HRI # 1000984
Trinomial _____
NRHP Status Code 2S2

Page 1 of 13

Other Listings _____
Review Code _____ Reviewer Christy J. McAvoy Date _____

P1. Resource Identifier: DEPARTMENT OF WATER AND POWER GENERAL SERVICES HEADQUARTERS
P2. Location: a. County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required.)
b. Address 1630 N MAIN ST
City Los Angeles Zip _____
c. UTM: USGS Quad _____ (7.5'/15') Date _____; Zone _____ , _____ mE/ _____ mN
d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

P3. Description Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District

P5. Photograph or Drawing (photograph required for buildings, structures, and objects.)

P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1923-1944

P7. Owner and Address:

P8. Recorded by (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 11/1/94

P10. Type of Survey: ☐ Intensive
☐ Reconnaissance ☒ Other
Describe: Survey of earthquake damaged properties for purposes of Section 106 Review.

P11. Report Citation (Provide full citation or enter "none."): _____
1994 Northridge Earthquake Project Review

Attachments: ☐ NONE ☒ Map Sheet ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☒ District Record ☐ Linear Resource Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # _____
HRI # _____
Trinomial _____

D1. Resource Identifier: Department of Water and Power General Services Headquarters

D2. Historic Name: Bureau of Power and Light General Services Headquarters

D3. Common Name: Department of Water and Power General Services Headquarters

D4. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): This district consists of group of industrial buildings located on the on the campus of the general services headquarters of the Department of Water and Power. The buildings were constructed from 1923 to 1937 and range from one to three stories in height. The earlier buildings exhibit simplified Classically-inspired ornamentation and the later buildings exhibit Art Deco-inspired motifs. The buildings are relatively unaltered and have been in continuous use for their original purposes. (See Continuation Sheet Page 3.)

D5. Boundary Description (Describe limits of district and attach map showing boundary and district elements.): This district consists of the historic core of the campus of the general services headquarters of the Department of Water and Power.

D6. Boundary Justification: The district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place.

D7. District Attributes (List major attributes and codes.): HP--9 Public Utility Building

D8. Significance: Theme Power System Development Area City of Los Angeles
Period of Significance 1923-1944 Applicable Criteria A & B
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.) The district is comprised of the historic core the general services headquarters of the Department of Water and Power. It is significant under National Register Criterion A for its association with the development and distribution of power for the City of Los Angeles and under Criterion B for its association with Ezra F. Scattergood, the city's chief electrical engineer for 31 years. Prior to 1909, the city purchased the power from private electrical companies, particularly the Los Angeles Gas and Electric Corporation; however, with construction of the Los Angeles Aqueduct between 1905-1913, primarily to supply city inhabitants with water, the opportunity to develop a municipal power supply arose. In 1909 the Bureau of Los Angeles Aqueduct Power was established to harness the hydroelectric power generated by power plants developed along the aqueduct. (See Continuation Sheet Page 3.)

D9. References (Give full citations including the names and addresses of any informants, where possible.): Van Valen, Nelson. "A Neglected Aspect of the Owens River Aqueduct Story: The Inception of the Los Angeles Municipal Electric System," Historical Society of Southern California Quarterly, Volume 59, No. 1; "Water, Power, and the Growth of Los Angeles," Department of Water and Power, pamphlet, 4/90; "Ezra Scattergood: Father of Municipal Power in Los Angeles," Department of Water and Power, pamphlet, 5/92; "General Services Headquarters Existing Buildings," Department of Water and Power, compilation of data on buildings, typewritten, 1994.

D10. Evaluator: Christy Johnson McAvoy Date: 9/30/94
Affiliation and Address: Historic Resources Group, 1728 N. Whitley Avenue, Hollywood, CA 90028

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI #/Trinomial _____

 ☒ Continuation ☐ Update
Resource Identifier: Department of Water and Power General Services Headquarters

D4 DESCRIPTION CONT

Contributing Buildings

	Common Name	Building #	Constn. Date	
0001	General Warehouse	3 97796	1923 with second story addition in 1939	19-175282
0002	Light Mechanical Shops Building	1 97794	1924	19-175280
0003	Distributing Station 1 and Receiving Station A	5 97797	1925	19-175283
0004	Transformer Warehouse	11 97795	1926 (Train & Williams, Architects)	19-175281
0005	Oil Depot	10 101019	1927/1957	19-176369
0006	Electrical Repair Shop and Transformer Shed	9 97798	1935/1937	19-175284
0007	Hoist House	- 101020	Unk	19-176370

Architects were staff of the Bureau of Power and Light unless otherwise noted.

Noncontributing Buildings

0008	Heavy Mechanical Shops and Administration Building	16 101021	1957	19-176371
0009	Transformer Test Building	12 101022	1961	19-176372
0010	Station Maintenance Building	14 101023	1963	19-176373
0011	Testing Laboratories Building	13 101024	1965	19-176374

D8 SIGNIFICANCE CONT

Initially, the power generated by the gravity flow of the water from the Eastern High Sierras was seen as a fortuitous byproduct of the aqueduct which had been planned and constructed, primarily, to meet the growing city's need for water. The first use of aqueduct power was in construction of the aqueduct tunnels, siphons and other activities. The subsequent development of hydroelectric power plants and the distribution of their electricity was seen as means of recovering a portion of the cost of aqueduct construction. Ezra F. Scattergood, first hired by the city to develop hydroelectric power for construction of the aqueduct, was named chief electrical engineer in 1911 when voters approved a charter amendment that established a municipal power system named the Bureau of Power and Light. The success of the hydroelectric power plants enabled the city to buy-out most of the private power companies then operating in Los Angeles. In 1922, the Bureau purchased the distribution system of Southern California Edison. In 1937, the Bureau of Power and Light consolidated with the Bureau of Water Works and Supply and became the Department of Water and Power. Shortly thereafter, with the purchase of the electrical system of the Los Angeles Gas and Electric Corporation, the Department of Water and Power became the sole distributor of power in the city which it remains today.

Building No. 5 (Distributing Station 1 and Receiving Station A) receives power generated along the aqueduct and at Power Plant Number One in San Francisquito Canyon and distributes that power throughout the city. The remaining buildings house primarily transformer workshops and storage.

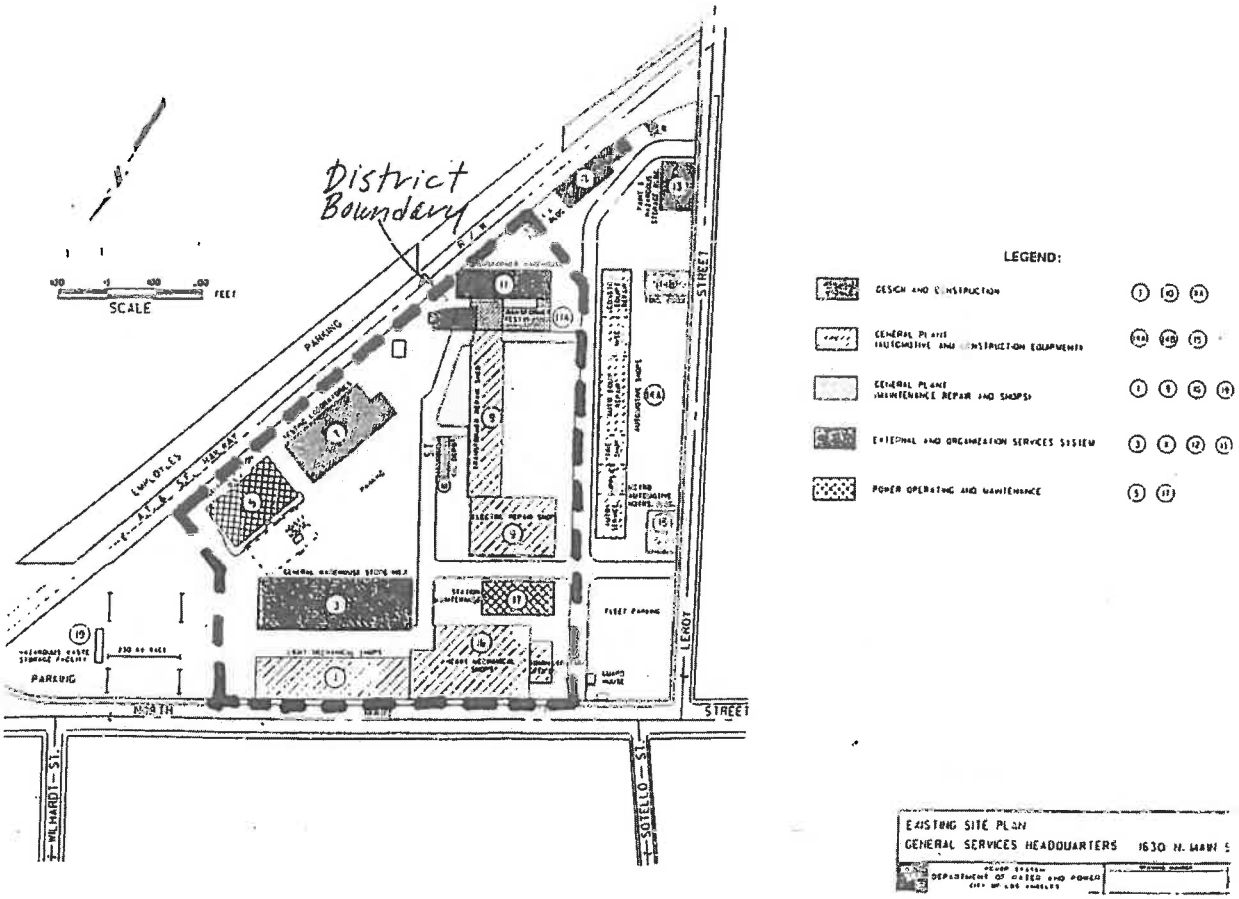
19-176368

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
MAP SHEET

Primary # _____
HRI#/Trinomial _____

Page 4 of 13
Resource Identifier: Department of Water and Power General Services Headquarters
Map Name: _____ Scale: _____ Date: _____

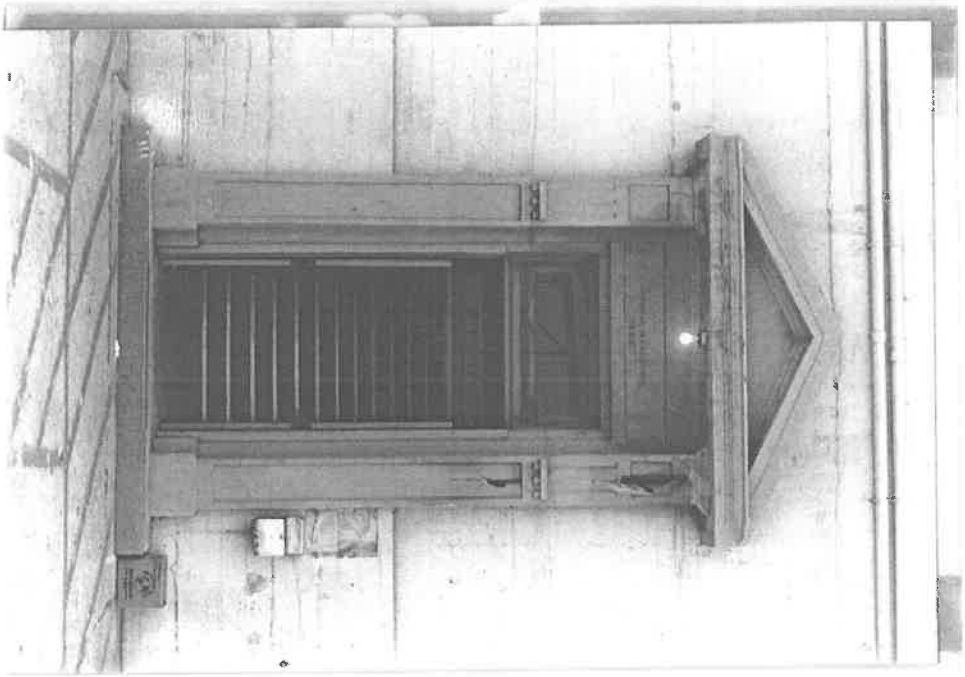
Note: Include bar scale and north arrow on map.



Building No. 3-N - Contributing

Building No. 3-SE - Contributing

Building No. 3-W - Contributing



Building No. 3 (detail of entrance)-W - Contributing

Building No. 1-NE - Contributing

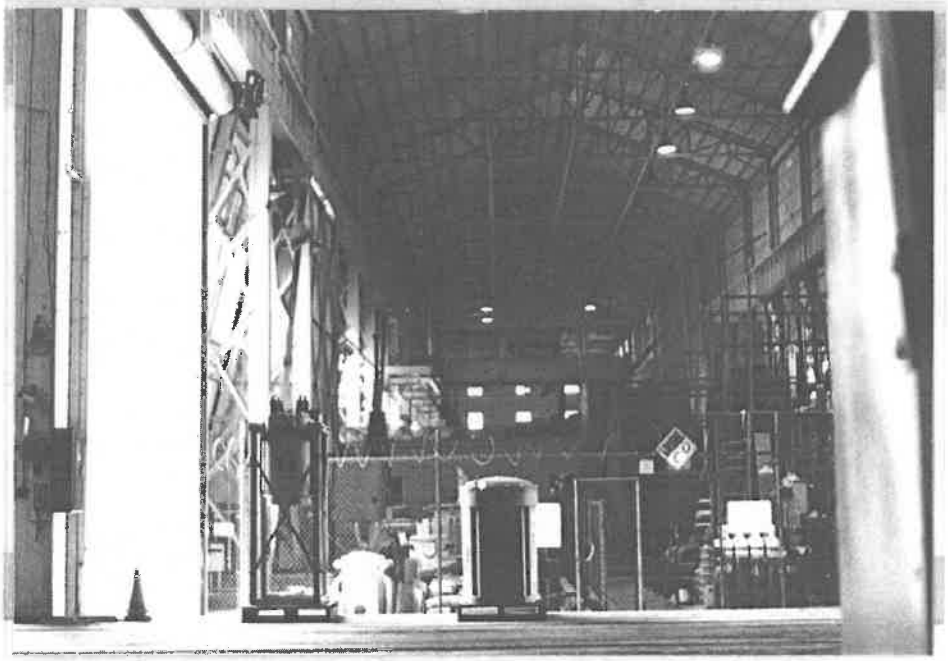
Building No. 5-SE - Contributing

Building No. 5 (detail of entrance)-SE - Contributing

Building No. 11-E - Contributing

Building No. 10 (foreground), Building No. 9 (background)-SW - Contributing

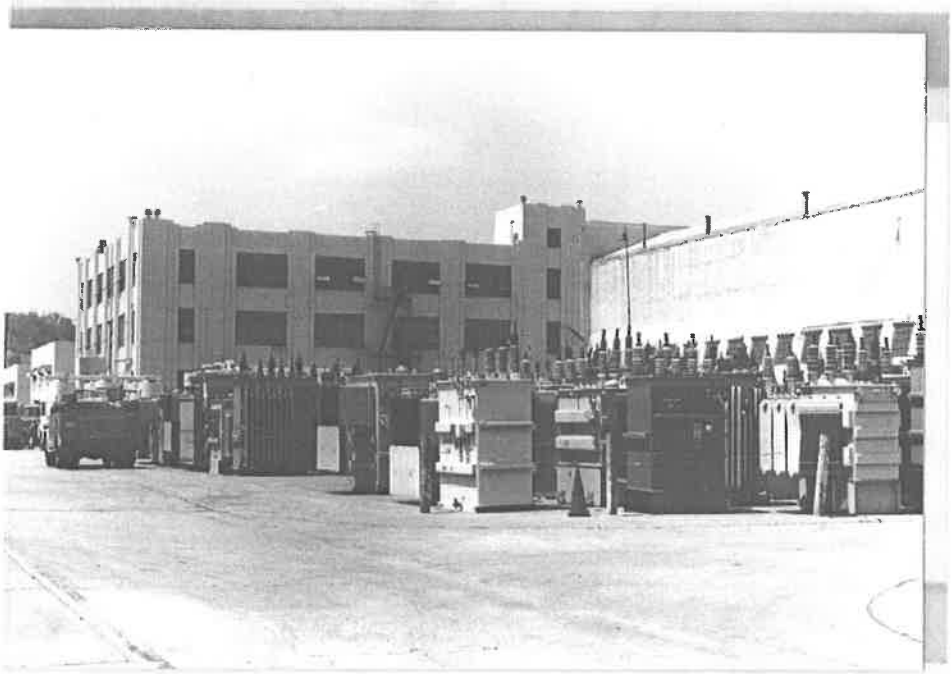
Building No. 9-S - Contributing



Building No. 9 (interior view)-N - Contributing

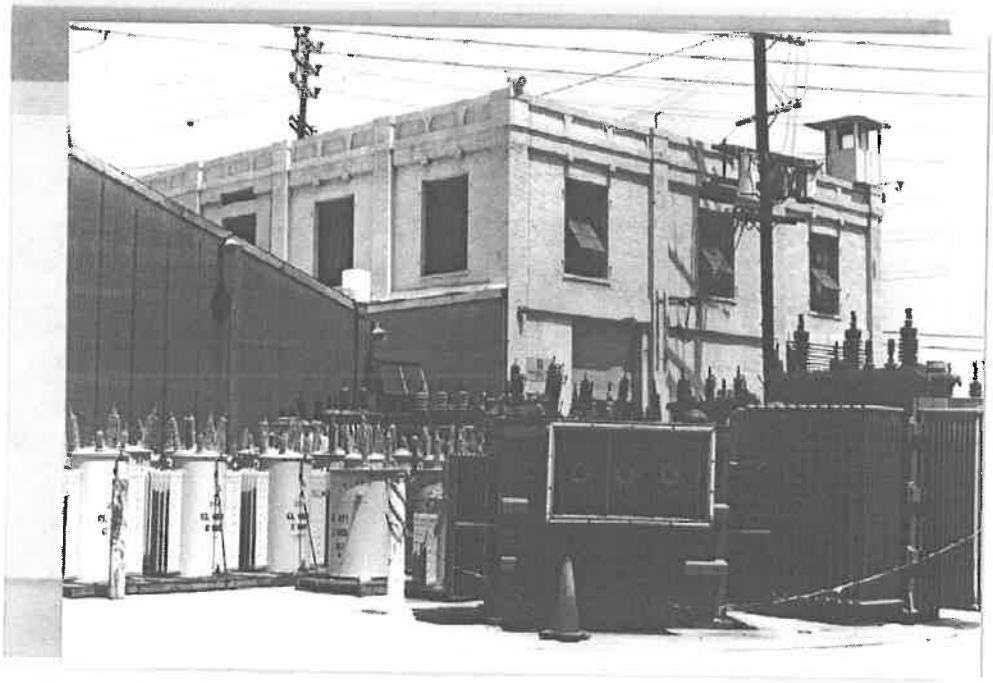
Building No. 9 (detail of emblem)-W - Contributing

Hoist House-NE - Contributing

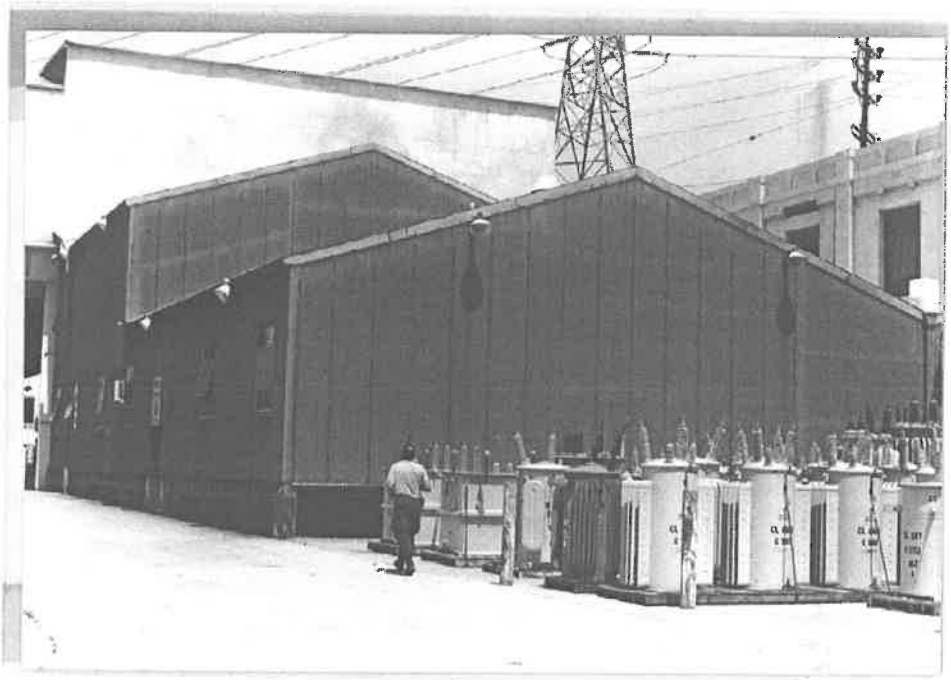


Building No. 9-N - Context

Building No. 9 (left), Building No. 3 (right)-W - Context



Building No. 11 (right), Building No. 11A (left)-SE - Contributing and Noncontributing, respectively



Building No. 11A-SE - Noncontributing

19-176368

HISTORIC RESOURCES GROUP

May 6, 1995

Sandro Amaglio
Regional Environmental Officer
Federal Emergency Management Agency
Disaster Field Office
150 East Colorado Boulevard, Suite 303
Pasadena, CA 91105-1937

Re: Building No. 11, DWP General Services Headquarters,
1630 Main Street, Los Angeles
FEMA 1008-DR-CA, P.A. 037-91079, DSR 18800
FEMA A & E Transmittal Dated April 6, 1995

Dear Mr. Amaglio:

We reviewed the above-referenced A & E Transmittal and revised pages to be contained in the final A & E Report. Building No. 11, located at 1630 Main Street, has been determined eligible for listing in the National Register of Historic Places as a contributor to the Department of Water and Power General Services Headquarters Historic District pursuant to 36 CFR Section 60.4.

Rehabilitation Alternative #3, outlined in the A & E Report and described in greater detail by the revised pages to this report, appears close to conforming to the *Secretary of the Interior's Standards for Rehabilitation* (the "*Standards*"). The specific reference in the report which prevents the project from conforming to the *Standards* is the provision that exterior metal columns are to be sandblasted in preparation for the application of a zinc primer. Sandblasting is specifically prohibited by the *Standards*. Please ask the applicant to substitute an alternate method of preparing the columns.

As the aforementioned work does not conform to the *Standards*, we cannot at this time concur with FEMA's finding of no adverse effect. We suggest that an alternative method other than sandblasting be proposed for columns repair. Were such an alternative developed and submitted for review, the project would then conform to the *Standards*, and cause no adverse effect.

1728 N. Whitley Ave., Hollywood, California 90028 (213) 469-2349 • FAX (213) 469-0491

Should you have any questions, please contact me.

Sincerely,

Cherilyn Widell, SHPO

Christy Johnson McAvoy

By: Christy Johnson McAvoy, Principal
Historic Resources Group as SHPO Representative
Under the Northridge Earthquake Programmatic Agreement

cc: Thomas Ottoman

HRG NREQ PROJECT STATUS

Name	Stip	Evaluation	Effect	Notes
DWP-Distributing Station No. 37 1218 FACTORY PL Los Angeles	IV	NE		
DWP-Distributing Station No. 5 1504 MATEO ST Los Angeles	IV	ENR		Appears eligible. Constructed in 1925.
DWP-General Services HQ-Building No. 1 1630 N MAIN ST Los Angeles	IV	ENR		SHPO Representative performed preliminary field survey on 7/1/94. Building Nos. 1, 3, 5, 9, 10, 11 and the Hoist House (adjacent to Building No. 5) appear eligible as a multiple resource property comprised of buildings on the Headquaters campus. Building No. 1 , the Light Mechanical Shops Building, was constructed in 1924.
DWP-General Services HQ-Building No. 11 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 11, the Transformer Warehouse, is a URM infill concrete frame building constructed in 1926.
DWP-General Services HQ-Building No. 3 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 3, the General Warehouse, a reinforced concrete structure was originally constructed in 1923 as a one story building. The second floor was added in 1939.
DWP-General Services HQ-Building No. 5 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 5 contains Distributing Station No. 1 and Switching Station A, which are among the oldest such facilities in the DWP system. This structure may be eligible for separate listing.
DWP-General Services HQ-Building No. 9 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 9, the Transformer Shed, includes a west wing constructed of reinforced concrete and a long east wing constructed of steel with corrugated metal siding finished with spray on insulation. It is directly connected to Building No. 11.
DWP-Olive Switching Station 13355 SAN FERNANDO RD Los Angeles	IV	ENR		Constructed in 1913, this may be the oldest switching station in the San Fernando Valley and is likely associated with power generated from the aqueduct system (1913) and/or the Pacific Intertie. Is there is an A&E DSR? Applicant stated their intent to demolish structure. SHPO representative needs to review copy of A&E report
DWP-San Fernando Generating Plant (?) 11845 VOSE ST Los Angeles	IV	ENR		The name of this building may not be correct.

19-176368

Evaluation -- ENR=Eligible for NR NE=Not eligible NR=Listed on NR NHL=National Historic Landmark NX=Not extant
Effect -- NE=No effect NAE=No adverse effect AE=Adverse effect

CHR Status Code: 2S2, remains unchanged

Address: (As listed in HRI) 1300 Cardinal St. Los Angeles, CA 90012

Assessor's Parcel Number:

Present Use: Residential- Public Housing

Historic Name: William Mead Homes

Owner and Address: Housing Authority of Los Angeles
2600 Wilshire Blvd.
Los Angeles, CA 90057

The William Mead Homes property was previously surveyed in 2002, and the California Historic Resource Code was determined to be 2S2: (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.). William Mead Homes is presently listed in the California Historic Resources Inventory with a 2S2 status code. SHPO concurred with this finding by Project Review DOE-19-02-0322-0000, dated 03/03/2002.

A site visit was conducted on July 21, 2016, to verify existing conditions of the resource located at 1300 Cardinal St. The previous survey information recorded on the attached 2002 DPR 523 form, including the 2S2 status code, remains accurate.

William Mead Homes apartment building. Camera facing southwest. ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

PRIMARY RECORD

Primary #
HRI#
Trinomial
NRHP Status Code 2S2

Other Listings
Review Code _____ Reviewer _____ Date _____

 Resource Name or #: William Mead Homes

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 **Date** **T ; R ; $^1/_4$ of $^1/_4$ of Sec ; B.M.**

c. Address 1300 N CARDINAL ST City Los Angeles Zip 90012

d. UTM: Zone ; mE/ mN
e. Other Locational Data:

P3a. Description:

The property contains a multiple family public housing complex located north of downtown Los Angeles in an industrial area between North Main Street and the Los Angeles River. The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane. Twenty-four apartment structures containing 449 dwelling units occupy the six large blocks that comprise the project. A community building is located on Cardinal Street on the southwest side of the complex.

The apartment buildings are rectangular in plan and arranged in groups to create a series of courtyards throughout the complex. In several locations, two facing L-shaped groups frame a square courtyard. North of Cardinal Street the buildings are arranged parallel

(See Continuation Sheet)

P3b. Resources Attributes: 03 Multiple Family Property

P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo:

P6. Date Constructed/Age and Sources: ☒ Historic ☐ Both ☐ Prehistoric
1942-43 (F)

P7. Owner and Address:
Housing Authority of the City of Los Angeles

P8. Recorded by:
Historic Resources Group
1728 Whitley Ave., Hollywood, CA 90028

P9. Date Recorded: 3/18/2002

P10. Survey Type:
City of Los Angeles Section 106 Review.

P11. Report Citation: None.

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:

P3a. Description, continued:

or perpendicular to the surrounding streets. South of Cardinal Street, which runs diagonally across the complex creating irregular shaped blocks, the buildings maintain this arrangement despite the change in the street pattern.

All of the buildings are two or three stories in height and constructed of reinforced brick with concrete slab floors and roofs. They have flat roofs with slightly overhanging eaves and red brick exterior walls. Each story is separated by a solid course of concrete. The housing units extend the width of each building with all the front entrances on the same elevation. Units typically feature concrete stoops, single front door openings, and several window openings of varying sizes. The fenestration consists of original metal casement windows throughout. Units on the upper floors are accessed by balcony walkways with metal pipe railings.

The property is in good condition and retains a high degree of integrity. Each of the twenty-four apartment buildings and the community building remain in their original location. No major alterations have been made to the complex.

BUILDING, STRUCTURE, AND OBJECT RECORD

NRHP Status Code 2S2

Resource Name or #: William Mead Homes

B1. Historic Name: William Mead Homes
B2. Common Name: William Mead Homes
B3. Original Use: Public Housing/War Housing
B4. Present Use: Public Housing
B5. Architectural Style: Modern Garden Apartments
B6. Construction History:

B7. Moved? ☒ No ☐ Yes ☐ Unknown **Date:** **Original Location:**
B8. Related Features:

B9a. Architect: Housing Associates **b. Builder:** Housing Authority City of Los Angeles;The Baruch Corp.
B10. Significance: **Theme** Public Housing; World War II Housing; Modern Planning **Area** City of Los Angeles
Period of Significance 1943-1952 **Property Type** Public Housing/Garden Apartment Complex **Applicable Criteria** A and C

William Mead Homes is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. It is significant under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

B11. Additional Resource Attributes:

B12. References: See continuation sheet.

B13. Remarks:

B14. Evaluator: Historic Resources Group, 1728 Whitley Ave., Hollywood, CA 90028
Date of Evaluation: 3/18/2002

(This space reserved for official comments.)

D1. Historic Name: **D2. Common Name:**

D3. Detailed Description:

The property contains a multiple family public housing complex located north of downtown Los Angeles in an industrial area between North Main Street and the Los Angeles River. The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane. Twenty-four apartment

(See Continuation Sheet)

D4. Boundary Description:

The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane.

D5. Boundary Justification:

The boundaries of the historic district are the original boundaries historically associated with William Mead Homes.

D6. Significance: Theme Early Public Housing; World War II Housing; Modern Planning **Area** City of Los Angeles
Period of Significance 1943-1952 **Applicable Criteria** A and C

William Mead Homes is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. It is significant under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

Criterion A

William Mead Homes is a public housing project located just north of downtown Los Angeles. Constructed in 1942-43 by the Housing Authority of the City of Los Angeles (HACLA), the development was funded with federal funds allocated under the United States Housing Act (also known as the Wagner-Steagall Act) in 1937. This law initiated the construction of public housing across the United States, leaving the design and construction details to local authorities.

During the Great Depression, overcrowding, homelessness, and dilapidated housing were major problems in Los Angeles. Private housing construction slowed dramatically, while the population increased. According to the Real Property Inventory

(See Continuation Sheet)

D7. References:

(See Continuation Sheet)

D8. Evaluator: Christy Johnson McAvoy **Date** 3/18/2002
Affiliation and Address: Historic Resources Group, 1728 Whitley Ave., Hollywood, CA 90028

D3. Detailed Description, continued:

structures containing 449 dwelling units occupy the six large blocks that comprise the project. A community building is located on Cardinal Street on the southwest side of the complex.

The apartment buildings are rectangular in plan and arranged in groups to create a series of courtyards throughout the complex. In several locations, two facing L-shaped groups frame a square courtyard. North of Cardinal Street the buildings are arranged parallel or perpendicular to the surrounding streets. South of Cardinal Street, which runs diagonally across the complex creating irregular shaped blocks, the buildings maintain this arrangement despite the change in the street pattern.

All of the buildings are two or three stories in height and constructed of reinforced brick with concrete slab floors and roofs. They have flat roofs with slightly overhanging eaves and red brick exterior walls. Each story is separated by a solid course of concrete. The housing units extend the width of each building with all the front entrances on the same elevation. Units typically feature concrete stoops, single front door openings, and several window openings of varying sizes. The fenestration consists of original metal casement windows throughout. Units on the upper floors are accessed by balcony walkways with metal pipe railings.

The property is in good condition and retains a high degree of integrity. Each of the twenty-four apartment buildings and the community building remain in their original location. No major alterations have been made to the complex.

D6. Significance, continued:

in 1939, 7,702 people lived in units with no inside toilet facilities. A year later, the 1940 Census found 19,039 families living in overcrowded conditions.

Emigration to Los Angeles from other parts of the country exacerbated the problem. During the late 1930s and early 1940s, thousands of workers arrived in Los Angeles seeking industrial jobs in the city's emerging aircraft assembly and ship building industries. In 1941, for example, "13,000 new workers were joining Los Angeles' industrial payroll each month" (Hise, 129).

The City of Los Angeles planned, designed, and constructed the apartments at William Mead Homes as part of a comprehensive program to alleviate these shortages, to eradicate slums, and to improve housing quality. A clause in the Wagner-Steagall Act, known as the "equivalent elimination clause," explicitly linked the policy of slum clearance to the construction of new public housing. The clause required local agencies to destroy "slum properties" in a quantity equal to the number of new dwelling units being constructed. Legislators believed that this requirement would eliminate the competition between the government and the private housing market. In 1938, HACLA began purchasing private property in areas designated as slums, often using the power of eminent domain, and developed plans for ten public housing complexes, including William Mead Homes.

The site selected for William Mead Homes included a mixture of single-family homes, warehouses, and industrial buildings with railroad tracks and freight yards surrounding the site. HACLA purchased the land and demolished the existing buildings on the site in 1941. They devised a new street plan and constructed the new housing project in the following two years.

The construction of William Mead Homes was interrupted by the outbreak of the Second World War. After the United States entered the war in December 1941, winning the war became the federal government's first priority. As part of its mobilization efforts, the government reassigned all new public housing projects still under construction as war housing for the purposes of national defense. This included William Mead Homes.

William Mead Homes opened to residents in April 1943. An article in Southwest Builder and Contractor announced, "William Mead Homes Housing Project Finished: Is Opened to Families of War Workers." According to a 1945 HACLA report, a total of

(Continued)

D6. Significance, continued:

2,165 persons resided at William Mead Homes during the war. After the war, the property again became public housing as many war worker families returned to other parts of the country, or found housing elsewhere.

William Mead Homes filled an essential need for new quality housing in Los Angeles in the early 1940s and during the Second World War. It remains in this same use today.

Criterion C

William Mead Homes is significant under Criterion C as a public housing development in Los Angeles based on the planning and design principles of the Garden City and Modern movements of the late 1930s and early 1940s. During this period, local architects and community planners adapted the principles of these movements and constructed innovative new forms of multple family housing, including the city's first public housing developments, such as William Mead Homes.

The Garden City and Modern movements began in Europe and spread to the United States in the 1920s. Organizations such as the Regional Planning Association of America (RPAA) championed garden cities and advocated comprehensive planning based on social scientific research. Members of the RPAA included Clarence Stein, Edith Elmer Wood, Henry Wright, Lewis Mumford, and Catherine Bauer. The group was instrumental in the planning and construction of Radburn, a planned community in suburban New Jersey and one of the first garden cities in the United States. Radburn was highly regarded and often cited as a model application of modern concepts in planning and architecture. Garden city concepts employed at Radburn, including "superblock" development and the segregation of automobile and pedestrian traffic, were later applied to the development of large apartment complexes throughout the United States.

Within the RPAA, Catherine Bauer was regarded as an expert in new European housing types. In 1934, she authored the book Modern Housing, in which she argued that European housing programs had produced a completely different type of shelter and a new framework for producing it. The European programs were developed primarily by nonprofit organizations or the government, and master-planned as component parts of larger neighborhoods, Bauer defined this approach as the essence of "modern housing." She advocated the development of similar projects in the Unites States.

During the Great Depression, the federal government adopted many ideas proposed by Bauer and other New Deal housing reformers. For example, it responded to the slowdown in housing construction, overcrowding, and decline in housing quality across the country by undertaking "slum clearance, new town and public housing construction, mortgage insurance, and national planning" (Birch, 128).

A new multple family housing type known as "garden apartments" emerged at this time. Characteristics of garden apartments include the use of superblocks in development of the site, the segregation of automobile and pedestrian traffic, low to medium density and building coverage, the standardization of building types with a maximum of three stories in height, and an emphasis on open space. The complexes were often Modern in character. Many housing reformers viewed the geometric forms, industrial materials, and spatial character common to Modern architecture as a symbolic break with traditional building forms and methods.

Other innovations existed in the site planning. By eliminating the street grid and the traditional lot pattern, architects could arrange the buildings in these complexes in new ways. The designs often featured U-shaped or L-shaped plans that created interior courtyards and oriented the buildings away from the street.

Housing reformers like Bauer believed that the physical form of these communities allowed for a healthier life. They contrasted the new developments with examples of the worst tenement housing, which was often dark and with poor air circulation. Reformers explained that buildings oriented around courtyards and open space provided the apartment units with more natural

(Continued)

D6. Significance, continued:
light and better air circulation. At a time when many low-income families, in urban as well as rural areas, lacked indoor plumbing in their homes, the presence of hot and cold water, a toilet, and a small shower or bathtub in each apartment was also promoted as a major benefit of the new housing type.

Many of these new housing projects included children's play spaces and community buildings as well. Reformers believed that the construction of common spaces and the application of modern technology to housing construction facilitated new social arrangements such as group childcare, and allowed for less household work and more collective ways of living.

In 1938, the Wyvernwood Apartments became the first garden apartment project built in the City of Los Angeles and the first to employ the ideals of contemporary housing reformers. While the Wyvernwood Apartments were under construction, HACLA developed plans for more public housing projects, including William Mead Homes. During a period when architectural commissions were few and a commitment to the social goals of modernism was high, HACLA attracted some of the most respected and innovative architects in Los Angeles to work on its projects. William Mead Homes was designed by a group known as Housing Associates, comprised of noted architects including David D. Smith, Herbert J. Powell, Norman F. Marsh, P. A. Eisen, A. R. Walker, and Armand Monaco. Marsh, Walker and Eisen were particularly notable in the architectural development of Los Angeles. Several examples of their work is listed in the National Register.

The application of Garden City and Modern principles to the development of public housing in Los Angeles is represented in the characteristics of William Mead Homes. These characteristics include the development of the site as a superblock; low building coverage and a maximum height of three stories; the placement and orientation of the buildings; and Modern architectural characteristics, including the standardization and repetition of building types.

Using the power of eminent domain, HACLA assembled dozens of individual parcels and demolished every building on the site intended for William Mead Homes. Magdalena Street was extended one block to the east, closing off the south sides of Elmyra and Ann Streets, and a new street named Cardinal was created parallel to the railroad tracks on the south end of the site. The architects designed the housing complex as a complete planning unit or superblock, reorienting the street pattern and placing the individual apartment buildings in a regular pattern across the seventeen-acre site. The selection of a site that surrounded an existing elementary school is also representative of the community planning approach advocated by contemporary city planners.

Working within the HACLA's goals for the number of units to be created while heeding the "equivalent elimination" clause, the project architects designed William Mead Homes with a low building coverage of approximately twenty-one percent. To accomplish these goals, HACLA designed many of the buildings to be three stories high, often the maximum height for these types of complexes. Architect Herbert Powell explained that, "due to the comparatively high density [compared to other public housing projects] required by the land value (approximately 30 dwelling units per acre), it was necessary to have a considerable portion of the project three stories high" (Powell, 8-9). Thus the architects were able to keep the project under three stories, minimize the building site coverage, maximize open space, and produce the required number of units.

The architects also designed the buildings at William Mead Homes in L-shaped groups to create interior courtyards. This configuration provided the desired amounts of natural light and air circulation in the apartment units. Writing about the project in 1943, architect Herbert J. Powell stated that the buildings were intentionally placed "diagonally on the compass" so that "practically every room gets sun during the day."

The architectural style of the buildings at William Mead Homes is typical of public housing projects from this period. The lack of exterior ornament, the presence of flat roofs, and the long horizontal lines created by the balconies reflected the modernist aesthetic favored by many contemporary housing reformers. Designs were repeated throughout the complex, as the standardization and repetition of type kept material costs down and created a sense of unity throughout the project.

The new planning and design concepts of the Garden City and Modern movements, and their adaptation by housing reformers to the development of public housing in the 1930s and 1940s, is evident in the design of William Mead Homes.

D7. References, continued:

Birch, Eugenie Lader. "Radburn and the American Planning Movement: The Persistence of an Idea," chapter 7 in Introduction to Planning History in the United States, Donald A. Krueckberg (ed.) New Brunswick, New Jersey: Rutgers, 1983.

Cuff, Dana. The Provisional City: Los Angeles Stories of Architecture and Urbanism. Cambridge, Massachusetts: MIT Press, 2000.

Hise, Greg. Magnetic Los Angeles: Planning the Twentieth-Century Metropolis. Baltimore and London: Johns Hopkins University Press, 1997.

Housing Authority of the City of Los Angeles. A Decent Home, An American Right. The 5th, 6th, and 7th Consolidated Annual Reports, 1945.

Los Angeles Public Library. Housing Authority of the City of Los Angeles Photographs, Security Pacific Collection.

Moga, Steven. Project and Slums: A Context Statement. University of California Los Angeles Comprehensive Project for the Degree Master of Arts in Urban Planning, 1999.

Powell, Herbert J. "William Mead Homes Housing Project Finished: Is Opened to Families of War Workers," Southwest Builder and Contractor, April 16, 1943, p.8-10.

Representative Photographs of the District:

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

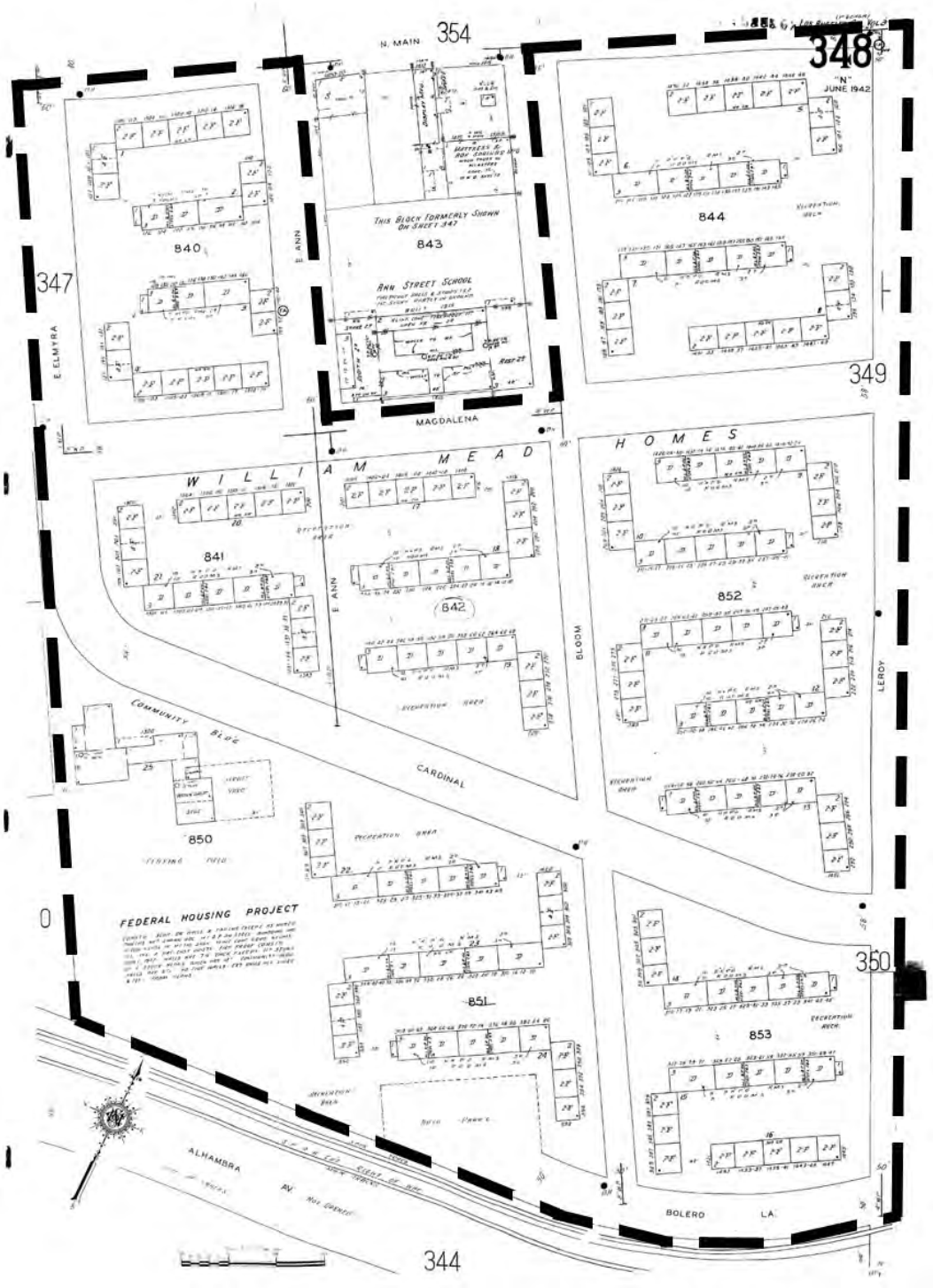
Primary #
HRI#
Trinomial

SKETCH MAP

 Resource Name or #: William Mead Homes

Drawn by: Historic Resources Group **Date:** 3/18/2002 ☒ Continuation ☐ Update

Map of the Historic District:



Address: (As listed in HRI) 1436 Alhambra Avenue, Los Angeles, CA 90012

Assessor's Parcel Number: 5409-012-908. The historic property boundary is coincident with the limits of the Los Angeles County parcel boundary.

Present Use: Storage

Common Name: Mission Tower

Historic Name: Mission Tower, AT&SF Tower

Owner and Address: LACMTA
1 Gateway Plaza
Los Angeles, CA 90012

Mission Tower was previously surveyed in 2002, and the California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

SHPO concurred with this finding by Project Review FRA031117A, dated 1/15/2004, 2S2; listed in the California Historical Resources Inventory.

A site visit was conducted on January 9, 2015 to verify existing conditions of the resource located at 1436 Alhambra Avenue. The previous survey information recorded on the attached 2003 DPR 523 form, including the 2S2 status code, remains accurate.

Looking north, Photo #DSCN2985.jpg Photo: ICF International, 1/9/2015

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 2S2. - Pending SHPO concurrence
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* **Resource Name or #:** Mission Tower; AT & SF Tower

P1. **Other Identifier:**

* P2. **Location:** ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T___; R___; ___ 1/4 of ___ 1/4 of Sec___; _____ B.M.

c. Address 1436 Alhambra Ave City Los Angeles Zip 90012

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID# 1; Former address: 1440 Alhambra Avenue; APN: 5409-012-908.

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

Mission Tower is an Atchison, Topeka & Santa Fe Railway interlocking tower, located on a flat site at 1436 Alhambra Avenue, on the western bank of the Los Angeles River. Accessed only after security clearance through a wire gate, th tower stands a quarter mile from the Los Angeles Union Passenger Terminal (Union Station) at Mission Junction, near historic intersection of the Atchison, Topeka & Santa Fe Railway, Union Pacific Railroad, and Southern Pacific Railroa tracks. Historically, Mission Tower operated in conjunction with another signal tower, Los Angeles Union Passenger Terminal Tower, located at the throat of the station's tracks, to control railroad traffic in and out of Union Station. Mis Tower is a three-story and basement, concrete tower, measuring 15' by 30', with three separate entrances: a basement d on the southern façade, a maintenance-shop door on the western façade, and an entrance on the third floor, reached by a exterior stairway, on the northern façade. At the time of this review in 2003, there was no interior access, for security purposes. The architectural style of Mission Tower suggests Spanish Colonial Revival influences, with its tile roof an closed eaves, which are characteristically extended for railroad tower visibility. (See Continuation Sheet.)

* P3b. **Resource Attributes:** (List attributes and codes) HP17 Railroad interlocking tower

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

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

P5b. Description of Photo: (View, date, etc.)
Looking northwesterly, 09/24/02, Photo # IMG_1733

* P6. **Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
1916 L.A. Building Permit #311
1938 Enlarged for Union Station

* P7. **Owner and Address:**
LA Co. Metro. Trans. Authority
One Gateway Plaza
Los Angeles, CA 90012
C--County

* P8. **Recorded by:** (Name, affiliation, address)
Alma Carlisle/Katy Lain
Myra Frank & Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, CA 90017

* P9. **Date Recorded:** 11/22/2002

* P10. **Survey Type:** (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. **Report Citation:** (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* **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) _____

DPR 523A (1/95)

* Required Informatio

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

Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 2S2. - Pending SHPO concurrence

* Resource Name or #: Mission Tower; AT & SF Tower

B1. Historic Name: Mission Tower; AT & SF Tower

B2. Common Name: Mission Tower

B3. Original Use: Railroad Interlocking Tower B4. Present Use: Maintenance Headquarters

* B5. Architectural Style: Industrial

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Los Angeles County building permit #311 was issued to the Atchison, Topeka & Santa Fe Railway Company on January 18, 1916 to construct a 15' x 30', three-story with basement, concrete interlocking tower at the "AT & SF right of way, west side of Alhambra near joint crossing with Southern Pacific." The address was 1440 Alhambra Avenue. The cost of construction was $1,500. R. H. Wells was cited as architect. [See Continuation Sheet.]

* B7. Moved? ☐ No ☑ Yes ☐ Unknown Date: Original Location: 1440 Alhambra Avenue

* B8. Related Features:
Railroad tracks and switches; SP Connector Bridge (1902); traffic signals; utility poles

B9a. Architect: R. H. Wells b. Builder: The AT&SF Railway

* B10. Significance: Theme Railroad Area Los Angeles
Period of Significance 1938 Property Type Interlocking Tower Applicable Criteria A, C; CRHR 1, 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Mission Tower was constructed by the Santa Fe Railway in 1916 and later enlarged in 1938 to monitor railroad traffic coming to and from Union Station. It replaced an earlier Santa Fe tower at Mission Junction, which had been construct 1894. Mission Tower is located outside the National Register boundary of Union Station, but was closely associated w the construction and operation of Union Station after it was enlarged in 1938. It closed in 1996. Mission Tower appea eligible for the National Register under Criterion A, for its association with the development and operations of the Sant Railway in Los Angeles and for its association with the operations of Union Station. Mission Tower also appears eligil under Criterion C, as an example of a Spanish Colonial Revival railroad switching tower, which exhibits a high degree architectural quality for this type of property, and has retained a high degree of all aspects of integrity from its period o significance, 1938. It also appears eligible for the California Register of Historical Resources, under criteria 1 and 3, fc same reasons. The interior spaces were not available to access at the time of the survey in 2003, but are likely to be contributing, especially the interlocking control center and track board.

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

* B12. References:
City of Los Angeles Department of Building & Safety Archives; TRW/Experian

Bill Bradley, The Last of the Great Train Stations: Interurbans Publications, 1979

Interview with John Signor, Railroad Historian, 07-08-02

B13. Remarks:

* B14. Evaluator: Richard Starzak
Date of Evaluation: 2/20/2003

(This space reserved for official comments.)

(Sketch map with north arrow required)

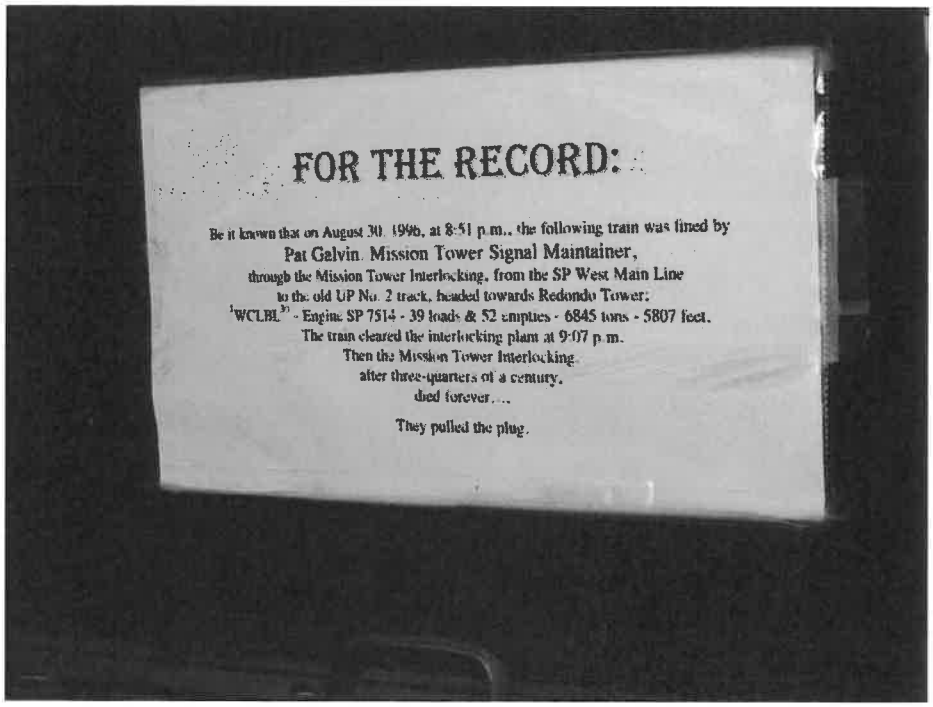
P3A. Description (Continued):
Incised lettering spells "Mission Tower" on the northern and southern façades. The tower's interlocking machine was located on the third floor, where a band of recessed windows, completely around the exterior, provided the signal engineers with an unobstructed view of the oncoming trains. First floor and basement windows are wood, double-hung type.

Alterations include freestanding light, added in 1997. A white security ladder has been added to the south façade and a white security door added to the south façade. Landscaping consists mainly of gravel.

B6. Construction History (Continued):
Building permit #2187 was issued on April 6, 1931 to the AT & SF Railway Company, located at 560 So. Main Street in Los Angeles, to replace the "interior steel stair from second to third floor and put in new stair on outside of building." The cost of the proposed work was $700. The architect cited was H. L. Gilman. The building was described as a 3-story, 15' x 30' concrete structure. The address was 1436 Alhambra Avenue.

Building permit #39821 was issued on December 8, 1937 to the Los Angeles Union Passenger Terminal, owners, to construct an addition to Mission Signal Tower. The building was described as a 3-story, 15' x 30' concrete structure. The size of the addition was 15' x 25' with 250 barrels of cement and 15 tons of reinforcing steel. The licensed engineer was C. L. A. Bockemohle with no architect cited. The cost of the proposed work was $7,000. According to Building & Safety records, the addition was completed on May 18, 1938.

B10. Significance (Continued):
The last train cleared Mission Tower on August 30, 1996. The tower was repainted in 1997 and is now used as Maintenance Headquarters for Metrolink contract employees.



Sign prominently displayed in front of the interlocking equipment at Mission Tower, 09.24.02.

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 2S2 - Pending SHPO concurrence
Other Listings
Review Code Reviewer Date

* Resource Name or #: Vignes Street Undercrossing
P1. Other Identifier: Bridge #53C 1764
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.
c. Address City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone S, 386203.35 mE/ 3769460.58 mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 5409-015-906.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Vignes Street Undercrossing (Caltrans bridge #53C 1764) carries vehicular traffic under the Union Station tracks. Its main span is reinforced concrete, earth filled, elliptical, 68-foot long arch. The bridge is 30 feet wide, with one span 80 feet long. It allows for four lanes (originally two lanes) of traffic to pass underneath the arch span. It features an arched window rail, with smooth concrete texture.

No major alterations were visible from the public right-of-way, however it is likely that alterations have been made to the railroad tracks on the deck of the bridge. As a result, the Vignes Street Undercrossing possesses all aspects of integrity.

The historic property boundary extends to include all of the superstructure and substructure of the bridge, including wing walls and retaining walls.

* P3b. Resource Attributes: (List attributes and codes) HP19 Bridge
* P4. Resources Present: ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, etc.)
Northwest elevation, view southeast

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1937 Caltrans Historic Bridge Inv

* P7. Owner and Address:
Los Angeles Co. Metro
1 Gateway Plaza
Los Angeles, CA 90012

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

* P9. Date Recorded: 7/26/2016

* P10. Survey Type: (Describe)
Intensive Survey Effort
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Link US Historic Resources Evaluation Report

* 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)

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

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 2S2- Pending SHPO concurrence

* Resource Name or #: Vignes Street Undercrossing

B1. Historic Name: Vignes Street Undercrossing

B2. Common Name Vignes Street Undercrossing

B3. Original Use: Bridge B4. Present Use: Bridge

* B5. Architectural Style: Closed Spandrel Bridge

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

The Vignes Street Undercrossing was designed by the Los Angeles City Engineering Department (Merrill Butler) as an integral part of the Union Station complex. The Vignes Street Grade Separation was a Federal Emergency Administration of Public Works Project #4361. Planning and construction started in 1933 and was completed by 1938.

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

* B8. Related Features:

Los Angeles Union Passenger Terminal. The Macy Street Bridge (Bridge #53C 131) was built between 1933-1938 and was also designed by the Los Angeles City Engineering Department (Merrill Butler), in a similar design and function to the Vignes Street Bridge Undercrossing.

B9a. Architect: Merrill Butler, City of Los Angeles b. Builder: Person & Hollingsworth Co. Contractors

* B10. Significance: Them Union Station, Trans/Trans Planning Area Los Angeles

Period of Significance 1933-1939 Property Type Bridge Applicable Criteria A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Vignes Street Undercrossing was designed by the City of Los Angeles (Merrill Butler). Both the College Street (later known as Vignes Street) and Macy Street underpasses were constructed as part of the Los Angeles Union Passenger Terminal, and the planning for both bridges was important in the overall project. The November 26, 1933 edition of the Los Angeles Times referred to the beginning of construction of both underpasses as the "first two consequential construction works of the entire $9,000,000 terminal project," pre-dating the commencement of the erection of the depot itself. The Municipal Art Commission approved the City Engineer's plans for the Macy Street underpass in late 1935; it was reported that the portals of the underpass, which match those of the Vignes Street underpass, were designed with the "same careful attention to architectural attractiveness" as other bridges in Los Angeles that were designed by the City Engineering Department (LA Times, December 22, 1935, pg. A7).

Although planning, design and initial construction began in 1933, Macy Street underpass was not completed until 1937-1938, when both underpasses were mentioned in an LA Times article on city streets on April 18, 1938. Their construction required the City's acquisition of numerous parcels, the abandonment and reconfiguring of several City streets, significant land excavation for the bridges and construction of retaining walls, as well as significant sewer modification, which constituted the bulk of the City's financial contribution to the overall station project. These grade separations provided streetcar (Macy Street only), automotive and pedestrian access around and to the station from multiple directions, while providing the trains with unobstructed access. See Continuation Sheet.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Caltrans Statewide Historic Bridge Iventory, 2010.
Caltrans Architectural Bridge Rating Sheet, 1986.

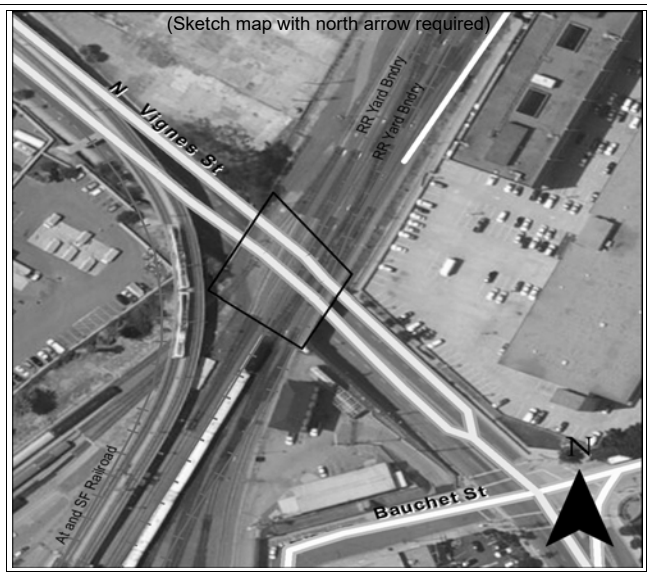
B13. Remarks:

* B14. Evaluator: Jessica Feldman

Date of Evaluation: 6/9/2015

(This space reserved for official comments.)

(Sketch map with north arrow required)



B10. Significance, continued:

The current Caltrans Bridge Inventory lists this bridge as a "5," which indicates that the bridge is not eligible for the National Register of Historic Places (NRHP) under Criterion C. However, a re-evaluation of the bridge under Criterion A was undertaken. As a result of the research conducted for this re-evaluation, the bridge appears to be an associated feature of the Los Angeles Union Passenger Terminal (LAUPT), which was included in the National Register of Historic Places, at the national level of significance, on November 13, 1980.

Vignes Street forms the northern boundary of the LAUPT National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary. The bridge has functioned as an important element of the LAUPT, with which it shares a direct historic association. The design and construction of the bridge was an integral part of the overall planning process to bring train service to Union Station; the bridge has carried all train traffic into LAUPT since the terminal opened to service in 1939. Therefore, the Vignes Street Undercrossing is eligible for the NRHP under Criterion A in the areas of transportation and transportation planning, at the local level of signifiance. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of the LAUPT.

*__Recorded by:__ Katrina Castañeda, Margaret Roderick, and Rick Starzak *__Date__ 4/17/2018 ☐ Continuation ☒ Update

Historic Name: Los Angeles Plaza Historic District

Other Names: El Pueblo; El Pueblo de Los Angeles State Historic Park District; El Pueblo del Los Angeles; El Pueblo del Los Angeles Historic District; Los Angeles Plaza

Address (Location): Roughly Bound by West Cesar E. Chaves Avenue to the north, North Los Angeles/North Alameda Boulevard to the east, West Arcadia Street to the south, and North Spring Street to the west.

Survey Type: Intensive Level Survey

Report Citation: Los Angeles County Metro Link US Historical Resources Evaluation Report (HRER), April 2018

B10. Significance, updated:

Introduction

The Los Angeles Plaza Historic District (District) was evaluated and inscribed in the National Register of Historic Places (NRHP) in 1972. As such, it is also listed on the California Register of Historic Resources (CRHR). Additionally, given the name Los Angeles Plaza Park, the Olvera Street and Plaza portions are also listed as Los Angeles Historic Cultural Monument (HCM) no. 64. NRHP Documentation for the District was updated in 1981 and in 2016.

The District is currently listed under Criteria A and C. This DPR form is an update to the NRHP documentation and an assessment of current conditions. A site visit was conducted on April 5, 2018 to inspect current conditions. This DPR form also updates the record regarding the buildings' listings on the NRHP, CRHR, and/or as an HCM. Moreover, the District was evaluated under Criterion D of the NRHP and as a Traditional Cultural Property (TCP) as part of the current assessment. Photographs of each building in their current conditions are provided at the end of the document and listed according to the 2016 NRHP update documentation.

Alterations

Overall, the District continues to retain integrity of location, design, setting, materials, workmanship, feeling, and association, as do its individual contributors. However, several buildings appear to have incurred minor modifications not yet recorded in any of the previous documentation. These alterations are as follows:

Plaza Firehouse: Brickwork appears to have been repointed, which likely took place during the building's restoration noted in the 2016 NRHP update documentation.

Italian Hall: Storefronts have been altered since the building's construction. The northern storefront has been infilled with stucco clad walls punctuated by metal sash windows caped by solid panel lunettes and a pedestrian door. The center storefront retains much of its original design, but a solid panel pedestrian door surmounted by a louvered vent has been installed. The southern storefront has been replaced with metal muntins that support an all-glass curtain wall, except for a low wall located below one window. The dates of these alterations are unknown, but the installation of the metal windows to the north suggest an alteration date after 1957. As such, these alterations are likely not recent, but have not been identified in any of the prior NRHP documentation.

Hammel Building: Alterations to the Hammel Building include minor reconfiguration the storefronts. The two storefronts to the north have colored glass, multi-light transoms arranged into a 13 over 13, for one storefront, and a nine over nine configuration, for another. Additionally, another storefront's door is no longer recessed. These alterations likely occurred before 2016, but have not been identified in any of the prior NRHP documentation.

Pelanconi House/ Pelanconi Warehouse: Storefronts along North Main Street have been altered since the building's 1910 construction. Two glass storefronts have been partially infilled with stucco walls. The door has been replaced or altered.

Machine Shop: Two openings have been infilled with stucco walls along North Main Street.

Table 1.1. NRHP, CRHR, and HCM Status of Buildings within the District

	Resource Name (Period of Significance)	**Address**	**NRHP***	**CRHR #**	**HCM #****
1	Plaza (c. 1815)	North Main Street	C	CA-156	
2	Old Plaza Church Rectory (1983)	535 N. Main St.	NC		
3	Nuestra Senora La Reina de Los Angeles/Old Plaza Church (1822)	535 N. Main St.	C	CA-144	LA-3
4	Plaza Church Cemetery/Site of Fist Cemetery of Los Angeles (1822)	North Main Street	C		LA-26
5	Plaza House/Garnier Block (1883)	507-511 N. Main St.	C		

6	Vickrey-Brunswig Building (1888)	501 N. Main St.	C		
7	Pico House (1869-1870)	424 N. Main St.	C	CA-159	
8	Merced Theater (1870)	420 N. Main St.	C	CA-171	
9	Masonic Hall (1858)	416 N. Main St.	C		
10	Garnier Building (1890)	419 N. Los Angeles St.	C		
11	Sanchez Building (1898)	425 N. Los Angeles St.	C		
12	Turner Building (1960)	430 Sanchez St.	NC		
13	Hellman-Quon Building (1900)	130-132 Paseo de la Plaza	C		
14	Plaza Firehouse (1884)	134 Paseo de la Plaza	C	CA-730	
15	Biscailuz Building (1926)	125 Paseo de la Plaza	C		
16	Plaza Methodist Church (1926)	115 Paseo de la Plaza	C		
17	Plaza Substation (1903-1904)	611 N. Los Angeles St.	C; NR		
18	Avila Adobe (1818)	10 E. Olvera St.	C	CA-145	
19	Avila Annex (1974)	10 E. Olvera St.	NC		
20	Zanja Madre (c. 1781)	Olvera Street	NC		
21	The Winery (1870-1914)	11 E. Olvera St./845 N. Alameda St.	C		
22	Italian Hall (1907-1908)	644-650 N. Main St.	C		
23	Hammel Building (1909)	634-642 N. Main St.	C		
24	Pelanconi House (c. 1852-1857); Pelanconi Warehouse (1910)	17 W. Olvera St.; 630-632 ½ N. Main St.	C		

25	Gibbs Brothers Electric Company (1919)	626 N. Main St.	NC		
26	Sepulveda House (1887)	622-624 N. Main St.	C		
27	Machine Shop (1910)	10 W. Olvera St.	C		
28	Jones Building (c. 1888)	608-618 N. Main St.	NC		
29	Jones-Simpson Building (1894)	103 Paseo de la Plaza	NC		

*NRHP listing for Plaza District and individual listing. "C" means "contributor to District," "NC" means not a contributor to the District, but located within its boundaries," and "NR" means "individually listed on the NR."
**HCM LA-64 is the "Los Angeles Plaza Park," roughly bounded by Caesar Chavez Avenue, Los Angeles Street, North Main Street, and the Plaza Park. However, the contributors and non-contributors to this HCM are unknown at this time.

Criterion D Evaluation

Criterion D states that "Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history," under three categories: Archeological Sites; Buildings, Structures, and Objects; or Association with Human Activity.[1] In regard to Association with Human Activity, "a property can be linked to human activity through [significant] events, processes, institutions, design, construction, settlement, migration, ideas, beliefs, lifeways, and other facets of the development or maintenance of cultural systems."[2] Moreover, a property's historic environment relies on that human activity for its significance. Although similar to Criterion A which considers "events that have made a significant contribution to the broad patterns of our history," Criterion D focuses on the information potential of *human activity* within a place, such as the Los Angeles Plaza Historic District which has served as a religious, political, and cultural center for nearly 200 years.

The Los Angeles Plaza Historic District began its history in the early 1800s after severe floods of the Los Angeles River in 1801 and 1815 prompted the settlers of the original *El Pueblo del la Reina de Los Angeles* to relocate to its present location.[3] Since that time the Plaza, the buildings within the vicinity, and Olvera Street have operated as a gathering place and social nexus for the City of Los Angeles—a

[1] Staff of the National Register of Historic Places, *How to Apply the National Register Criteria for Evaluation bulletin* (National Park Service, 2002), np, accessed 4/12/2018, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_6.htm#crit%20d
[2] Ibid.
[3] William D. Estrada, "Sacred and Contested Space: The Los Angeles Plaza," PhD manuscript (University of California, Los Angeles, 2003), 39; "Historic Los Angeles: Relics and Memories of the Ancient Spanish Pueblo," Los Angeles Times (June 11, 1899), 59.

usage that continues to the present day. Further study of the Los Angeles Plaza Historic District is likely to yield significant information about the settlement and how it developed into a cultural center for many ethnicities as well as a major tourist center contingent on those cultures. Indeed, many diverse groups operate as stakeholders through their histories and experiences in this space, and attribute significant value on a multitude of events, activities, and practices. For example, although the District has a distinct Mexican atmosphere, Italians and Chinese worked and lived within the community and are now reclaiming their "visible representation in El Pueblo's historical narrative" through museums and cultural activities within the space.[4] However, the District has also been the site of many difficult histories and experiences, such as the Chinese Massacre of 1871 in Negro Alley, named "for the dark-skinned Spaniards who originally lived there," once located east of the Plaza.[5] The evaluation of the District under NRHP Criterion D considers three main types of human activity: Religious & Celebratory; Political; and reflection.

Located on the eastern boundary of the Plaza, the Plaza Church was the center of the City's Roman Catholic community until St. Vibiana Cathedral was constructed in 1876, but has remained an important institution for the Los Angeles Plaza Historic District.[6] Community members continue to use the Plaza as processional and celebratory space. For example, the Blessing of the Animals is a "centuries-old tradition" practiced in the early Pueblo.[7] Not only was this event significant in the past, but in the mid-1970s this procession was commemorated by a mural painted by Leo Politi on the south, plaza facing façade of the Biscailuz Building.[8] Moreover, presided over by the Archbishop of Los Angeles, this event

[4] Estrada, 338.
[5] Kelly Wallace, "Forgotten Los Angeles History: The Chinese Massacre of 1871," LAPL Blog (Los Angeles: Los Angeles Public Library, 2017), np, accessed 4/13/2018, https://www.lapl.org/collections-resources/blogs/lapl/chinese-massacre-1871.
[6] *Criterion Consideration A: Religious Properties* was considered in this evaluation. However, according to this consideration "a religious group may…be considered a cultural group whose are significant in areas broader than religious history." The argument is that the original settlers, who were Catholic, and subsequent inhabitants of the early Pueblo interacted with the pageantry offered by the Old Plaza Church that took place within the public space of the Plaza. Significantly, the Methodist Church on the Plaza was not even built until 1926, supporting the cultural role of Catholicism and its role in activating public, community space. Although people believe in the religious meaning behind the Old Plaza Church's traditions, Christine Sterling's romantic ideal of "our Spanish heritage," as discussed below, has also secularized the processions discussed within this paragraph. The significance of the Old Plaza Church's use of the Plaza and Olvera Street relies on broader cultural significance than just religious history thereby applicable for Evaluation under NRHP Criterion D.
[7] El Pueblo de Los Angeles Historical Monument, "2018 Schedule of Events," (Los Angeles: City of Los Angeles, 2018), 1, accessed 4/13/2018, http://elpueblo.lacity.org/sites/g/files/wph801/f/2018%20Schedule%20of%20Events_1.pdf.
[8] "Blessing of the Animals," Mural Conservancy of Los Angeles (nd), np, accessed 4/13/2018, http://www.muralconservancy.org/murals/blessing-animals-0.

continues today and "is celebrated with a colorful procession on Olvera Street."[9] Additional Catholic ceremonies continue to utilize the Plaza and Olvera Street such as Los Tres Reyes, Fiesta de la Candelaria, and Las Posadas.[10] Las Posadas is known to have been practiced in the Plaza since the late-1800s.[11] Parade within the District was also secular. Inhabitants of the Pueblo celebrated Cinco de Mayo as early as 1862, which included "a parade, speeches in the Plaza, music, and dramatic plays."[12] Today, the District's Cinco de Mayo celebration is noted as a "festive weekend festival" with traditional music and cultural dancing.[13] May Day celebrations were common in the early to mid-1900s.[14]

In the early 1900s the Plaza, located outside the new Los Angeles Downtown, became a public forum, hosting political speeches and rallies for marginalized groups including communists, labor-rights groups, newly arrived immigrants, and racial and ethnic minorities.[15] Meyer Bailyn, a Prussian immigrant, engaged with other working-class citizens in the Plaza in the 1920s by handing out Communist leaflets and writings, and by participating in political demonstrations such as a 1927 protest of Sacco and Vanzetti's executions and May Day celebrations.[16] Bailyn later recalled that the Plaza was an unofficial place for political meetings, complete with a podium located on the south side of the Plaza.[17] In 1911 when the Flores-Magon brothers, leaders of the *Partido Liberal Mexicano* (PLM) and an associated newspaper, were arrested, women from the PLM community such as Maria Talavera and Francisca Mendoza, publically spoke at the Plaza on a daily basis in order to raise money for the brothers' legal defense.[18] The Plaza, however, was not the only site of these interactions. The Italian Hall, the social center for Los Angeles's Italian community from its construction in 1908 to c.1930, "became a popular meeting place for the…immigrant, social and political associations who congregated at the Plaza."[19] Not only was the Italian Building used by PLM members, but rented by groups to commemorate of the centennial of Mexican Independence which included performances, speakers, and dances or to fundraise for Mexican hospitals.[20] These are just a small sampling of the types of political groups or events to take place in the early 1900s in the District. Later, in 1932 David Siqueiros painted *America Tropical*, a mural expressing a pointed political message discussed in the following paragraph. In addition to America Tropical, Siqueiros painted *Encuento en las Calles* indoors at the Chouinard Art

[9] El Pueblo de Los Angeles Historical Monument, "2018 Schedule of Events."
[10] Ibid.
[11] Christopher Espinosa, conversation with Katrina Castañeda, April 12, 2018.
[12] Estrada, 92.
[13] El Pueblo de Los Angeles Historical Monument, "2018 Schedule of Events."
[14] Estrada, 149.
[15] Estrada, 160-161.
[16] Estrada, 148-149.
[17] Estrada, 149.
[18] Estrada, 164.
[19] Estrada, 167.
[20] Estrada, 167-169.

Institute with the students for a class project *and Portrait of Present Day Mexico* for Dudley Murphey's Malibu residence.[21] Although he painted these two other murals in Los Angeles, Siqueiros reserved his most biting commentary for this public location, in keeping with its history of political activity.

As a reflective (and contested) site, a variety of groups have claimed portions of the space to suit their needs and desires, and to shape ideas, beliefs, and views of our collective histories. Beginning in the late 1920s, with Christine Sterling's effort to preserve the Avila Adobe, the Los Angeles Plaza Historic District became a romanticized ideal of "our Spanish heritage."[22] In forming that ideal, Sterling ensured that "Mexican cooks and costumed entertainers soothed and serenaded the guests" by evicting vendors that failed to meet her vision.[23] While the Plaza features a multitude of cultural activities and museums in the District are dedicated to Chinese-American and Italian-American history, Sterling's vision remains the predominant cultural system of the Plaza and Olvera Street today. Siqueiros's *America Tropical* functioned as more than a political statement: it served as a direct counterpoint to the romantic vision promoted by Sterling. Originally, the mural was approved to depict a lush, tropical landscape rife with birds (and free of all commentary), but Siqueiros actively decided to respond to Pueblo setting for *America Tropical.*[24] Contrary to its original plan, the mural depicts a Mexican Indian in the center of the image, crucified on a double cross and positioned beneath an American eagle while two sharpshooters take aim at the eagle from a rooftop to the right. Additional imagery includes a pyramid amidst a jungle. Had Siqueiros painted America Tropical before Sterling's "restoration" of Olvera Street, the mural would have simply functioned as a political statement in the context of the PLM and activists' activities in the vicinity, and could have been ignored by the City of Los Angeles at large. However, with the newly reconstructed and reimagined Pueblo, *America Tropical* disrupted the romanticized ideal of "our Spanish heritage" by confronting the visitor with a harsher vison. Many viewers were challenged by *America Tropical* and portions were immediately painted over. Within a year, the entire 80 X 18 foot mural was whitewashed.[25] Not just a political statement, Siqueiros sought to create a dialogue with Sterling's Olvera Street and contest her "manipulation of American patriotic rhetoric with local history."[26]

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[21] Ed Fuentes, "Spring Rise and Autumn Exit: David Alfaro Siqueiros in Los Angeles," *History & Society* (Los Angeles: KCET, 2012), np, accessed 4/16/2018, https://www.kcet.org/history-society/spring-rise-and-autumn-exit-david-alfaro-siqueiros-in-los-angeles.
[22] Estrada, 241.
[23] Estrada, 160-161; 241-242.
[24] Ed Fuentes, "Spring Rise and Autumn Exit: David Alfaro Siqueiros in Los Angeles," *History & Society* (Los Angeles: KCET, 2012), np, accessed 4/16/2018, https://www.kcet.org/history-society/spring-rise-and-autumn-exit-david-alfaro-siqueiros-in-los-angeles; Mandalit del Barco, "Revolution Mural to Return to L.A. After 80 Years" (NPR, 2010), np, accessed 4/16/2018, https://www.npr.org/templates/story/story.php?storyId=130519329.
[25] Getty Conservation Institute, "Conservation of *America Tropical*" (Los Angeles: Getty Conservation Institute, 2012), accessed 4/16/2018, http://www.getty.edu/conservation/our_projects/field_projects/siqueiros/siqueiros_overview.html.
[26] Estrada, 241.

Likewise, in 1969 as part of the Chicano Blowouts and movement in Los Angeles, "800 supporters of controversial teacher Sal Castro marched…from the Old Plaza near Olvera St. to the Board of Education to protest the proposed transfer of the East Los Angeles Chicano teacher."[27] Although the Plaza does not appear to have been a major site in the Chicano movement, the marchers used the Plaza as a symbol of empowerment.

In conclusion, the religious, political, and contested events and histories discussed above are only a small sampling of the human activity associated with the Los Angeles Plaza Historic District but express the multitude of human activities linked to the space through events, processes, institutions, design, construction, settlement, migration, ideas, beliefs, lifeways, and other facets of the development or maintenance of cultural systems. Additionally, these such human activities shape our understanding and history of Los Angeles and the District, and are likely to yield additional significant information about how individuals, groups, communities, and cities understand their histories. Human activity informs the significance of the space, rather than the space dictating its use. Religious and celebratory pageantry inform the value of Los Angeles Plaza Historic District through the Blessing of the Animals, Los Tres Reyes, Fiesta de la Candelaria, Las Posadas, and secular events such as May Day and Cinco de Mayo. Additionally, politics of immigrant and marginalized groups thrived and allowed for the creative dissemination of ideas amongst participants. Furthermore, groups of people reflect on and contest the multiple, varying and overlapping histories derived from "our Spanish heritage." The District has served as a center of culture through multiple processes, both minor and major. Yet, together the groups that have engaged with and continue to do so provide the District with context and meaning. Therefore, the Los Angeles Plaza Historic District is eligible for the NR under Criterion D for its significant human activity, and likelihood to yield additional information significant to our past.

Traditional Cultural Property Evaluation

Los Angeles Plaza Historic District (District) is widely regarded as the founding location of Los Angeles, a famously multicultural city. The District is a place of layered ethnic history: over time, its demographics have shifted due to changes in immigration, forced relocation of people, and themed construction of a Mexican pueblo. Although the District has been home to Mexican-Americans, Chinese-Americans, and Italian-Americans through its long history, Mexican-American vendors currently operate along Olvera Street and the Chinese American Museum occupies the historically-Chinese Garnier Building and Sanchez Building. Given its multi-century, multi-cultural history and the District's continuing role as a cultural center, this analysis evaluates the District and its components as a potential Traditional Cultural Property (TCP), a potential area of significance that the 1972 NRHP evaluation and subsequent 1981 and 2016 amendments did not address. This analysis begins with a definition of a TCP, explores the ways in

[27] Ruben Salazar, "800 Supporters of Sal Castro March on School Board" *Los Angeles Times* (October 7, 1969), 3.

which the District may qualify, and ultimately concludes that the District does not meet TCP criteria, given the current lack of ethnographic research into the Mexican-American relationship to El Pueblo and Olvera Street and the inability to confirm the continuity of cultural traditions at El Pueblo.

The NRHP has stringent criteria for evaluating TCPs. According to NRHP Bulletin 38 "Guidelines for Evaluating and Documenting Traditional Cultural Properties" (1998), a TCP can be defined generally as one that is eligible for inclusion in the National Register because of its:

> "…association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."

Among Bulletin 38's illustrations of a TCP:

> "…a location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity."

Aspects of the District's history and legacy suggest that it may qualify as a TCP. The District's potential traditional cultural significance lies in cultural events that have solidified the Mexican-American community, which has grown and transformed since the 1820s. The community has a complicated history with the District, as El Pueblo saw transformations through the Mexican and American periods. In 1848, when the Mexicans of Alta California ceded to the United States, the Mexican community at large "[resisted] relinquishing their ethnic or cultural identity."[28] The ensuing decades "sharply [defined] the boundaries of cultural identity" and celebrations increasingly centered around politics, a shift from the religion-centered celebrations dominant prior to Anglo period – between 1850 and 1900, over fifteen ethnic- and political-oriented groups formed in Los Angeles. Mexican immigrant newspapers also served as a venue for political expression. For example, in 1877, Jose Rodriguez used *El Joven* to publicly criticize the Los Angeles City Council for proposing to demolish Pio Pico's home, a place that represented Mexican agency.[29] The 1878 Cinco de Mayo parade engaged two respected orators, Reginaldo del Valle and Eulegio de Celis, followed by a long procession of hundreds of members of Mexican social and political organizations.[30] As Mexican Angelenos shifted their focus to Mexican Independence day in the

[28] Antonio Rios-Bustamante and Pedro Castillo, *An Illustrated History of Mexican Los Angeles, 1781-1985* (Los Angeles: University of California, Los Angeles, 1986), 92.
[29] Rios-Bustamante and Castillo, 101-103.
[30] Rios-Bustamante and Castillo, 103.

1880s, "second generation Latinos did not allow the Cinco de Mayo to fade."[31] It is unclear where these celebrations took place.

Over the ensuing decades, however, several versions of Mexican culture emerged in the growing City of Angels. Angelenos not of Mexican descent influenced the presentation of culture at El Pueblo. Charles Fletcher Lummis, for example, joined boosters and businessmen to organize 1894 *La Fiesta de Los Angeles,* in an effort to draw tourists and land developers through the romanticization of Mexican culture.[32] In the late 1920s, Christine Sterling similarly raised money and organized to create Olvera Street, celebrating the pueblo's Mexican origins. Her vision was largely based on a romanticized vision of Mexican history rather than documented history. These well-documented appropriations of culture significantly complicate our understanding of the lived history of the people who occupied the District during this period because their lifeways have yet to be extensively documented.

In a similar fashion, El Pueblo de Los Angeles Historical Monument, a department of the City of Los Angeles, is guided by a General Plan that enforces a "Mexican" character about Olvera Street.[33] The 1981 General Plan for El Pueblo de Los Angeles State Historic Park ensures that Olvera Street is "maintained with Mexican businesses, preserving the market flavor and Mexican atmosphere of the street" through its management of the Olvera Street vendors and its maintenance of the schedule of events, all celebrated along Olvera Street.[34] These City-hosted celebrations include:

- *Cinco de Mayo*: Cinco de Mayo celebrations first appeared at the Plaza in the mid-1860s, shortly after Mexican defeat over the French in 1862.[35] The Mexican Consulate and businesses led celebrations at the Plaza into the 1950s.[36]

- *Las Posadas:* This Catholic tradition and procession occurs for nine nights prior to Christmas. It appeared in the district in the late 1800s.[37]

[31] David E. Hayes-Bautista, *El Cinco de Mayo: An American Tradition* (Los Angeles: University of California, Los Angeles, 2012), 177-183.
[32] Estrada, 58.
[33] Staff of the State of California Department of Parks and Recreation, City of Los Angeles El Pueblo and Department of Parks and Recreation, and the County of Los Angeles, *El Pueblo de Los Angeles State Historic Park General Plan* (Los Angeles: State of California Department of Parks and Recreation, 1981), vi.
[34] *El Pueblo de Los Angeles State Historic Park General Plan*, vi; El Pueblo de Los Angeles Historical Monument, "2018 Schedule of Events."
[35] Estrada, 93.
[36] Estrada, 333.
[37] Christopher Espinosa, conversation with Katrina Castañeda, April 12, 2018.

- *Blessing of the Animals:* This Catholic tradition appeared at Olvera Street as early as the 1950s, under the watch of Christine Sterling.[38]

Angelenos of many ethnic backgrounds, including Mexican-Americans, participated in these festivities, but ethnographic study exploring the cultural significance they assign to them is lacking.

Scholars of Mexican heritage have published robust studies of persistent Mexican nationalism and the tensions surrounding assimilation in the Mexican-American community. In their 1986 publication through the University of California, Los Angeles's Chicano Studies Research Center, Antonio Rios Bustamante and Pedro Castillo discussed the post-Mexican era, the "painful transition," during which the Mexican American community maintained their pride amidst a growing Anglo presence.[39] In his 1993 book about Mexican-American identity between 1900 and 1945, George J. Sanchez dedicates chapters to "divided loyalties," the "search for stability," "religious adaptations," and the "forging [of] a new politics of opposition" – these chapters sort through Mexica-American political identity.[40]

Other scholars explore the complexity of life at El Pueblo and the melding of cultural references. In his 2003 dissertation, William D. Estrada, former Curator at El Pueblo de Los Angeles Historic Monument, stressed that the city's Mexican residents maintained ceremonial life-traditions at the Plaza, amidst the "atmosphere of violence" during the 1850s and 1860s."[41] Speaking to the Plaza's character circa 2003, Estrada describes its growing cultural significance:

Far beyond the now-ritualized and predictable touristic experience, the old church and its Plaza witnessed a rebirth among Latino immigrants. Street vendors sell everything from bootleg cassettes and CDs, to tamales and fresh fruit. Worshipers, wedding and baptismal parties, strolling sweethearts, lonely old men on benches, Aztec Dancers, aging *braceros* protesting for economic redress, and the homeless seeking refuge reappropriated and reimagined the space that continues to be the Los Angeles Plaza.[42]

In his 2012 book, David E. Hayes-Bautista outlines the growing significance of Cinco de Mayo and reaffirms that modern-day parades fly the U.S. and Mexican flags side by side to symbolize Latinos' "devoted adherence to…basic American political values."[43] In spite of these foundational explorations of the complex cultural practices at El Pueblo, a full ethnographic assessment of modern-day attitudes

[38] Estrada, 333.
[39] Rios-Bustamante and Castillo, 83-104.
[40] George J. Sanchez, *Becoming Mexican American: Ethnicity, Culture and Identity in Chicano Los Angeles, 1900-1945* (New York: Oxford University Press, 1993), np.
[41] Estrada, 83-95.
[42] Estrada, 38.
[43] Hayes-Bautista, 177-191.

toward the District and its components that more fully explores the community's cultural practices and beliefs has not yet been prepared.

One manifestation of the thriving and diverse Mexican-American community of Los Angeles is evident in the *puestos* (kiosks) along Olvera Street as well as the celebratory processions along Olvera Street and Cinco de Mayo parade at the Plaza. While this community is part and parcel of the Los Angeles Plaza Historic District, its enforced preservation makes it difficult to discern which aspects of Olvera Street and the continuing practices in the District are authentic to the place and which aspects are more manufactured and forced. In addition, the "cultural practices or beliefs" displayed in the District do not appear to be bound by, are not uniquely manifested in, the district. There is not enough information regarding Mexican-American attitudes toward the Plaza, the degree to which Olvera Street and the celebrations are authentically Mexican-American, and the time periods of particularly important cultural practices and displays of beliefs. Although the Los Angeles Plaza Historic District does not meet the criteria as a Traditional Cultural Property at this time, a full ethnographic study may yet reveal those associations.

B12. References

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Figures

Figure 1: Plaza, camera facing northeast. ICF, 2018.

Figure 2: Old Plaza Church Rectory, camera facing west.

Figure 3: Old Plaza Church, camera facing west.

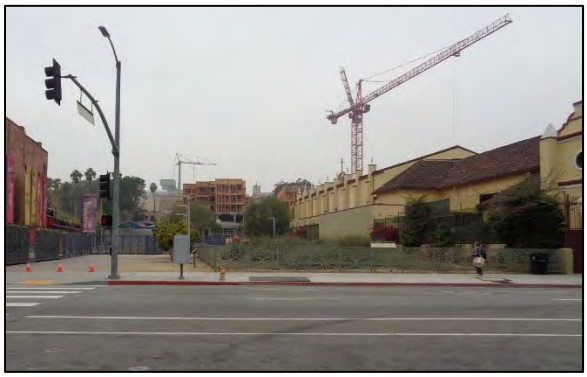

Figure 4: Old Plaza Church Cemetery, camera facing northwest. ICF, 2018.

Figure 5: Plaza House, camera facing northwest. ICF, 2018.

Figure 6: Vickrey-Brunswick Building, camera facing west. ICF, 2018.

Figure 7: Pico House, camera facing south. ICF, 2018.

Figure 8: Merced Theater, camera facing southeast. ICF, 2018.

Figure 9: Masonic Hall, camera facing east. ICF, 2018.

Figure 10: Garnier Building, camera facing northwest. ICF, 2018.

Figure 11: Sanchez Building, camera facing northwest. ICF, 2018.

Figure 12: Turner Building, rear elevation, camera facing northeast. ICF, 2018.

Figure 13: Hellman-Quon Building, camera facing south. ICF, 2018.

Figure 14: Plaza Firehouse, camera facing south. ICF, 2018.

Figure 15: Biscailuz Building, camera facing northeast. ICF, 2018.

Figure 16: Plaza Methodist Church, camera facing northeast. ICF, 2018.

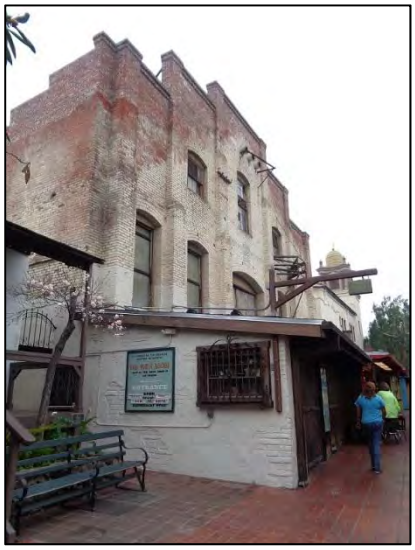

Figure 17: Plaza Substation, Olvera Street elevation, camera facing south. ICF, 2018.

Figure 18: Avila Adobe, camera facing northwest. ICF, 2018.

Figure 19: Avila Annex, camera facing northwest. ICF, 2018.

Figure 20: Zanja Madre, camera facing north. ICF, 2018.

Figure 21: The Winery, camera facing north. ICF, 2018.

Figure 22: Italian Hall, camera facing east. ICF, 2018.

Figure 23: Hammel Building, camera facing southeast. ICF, 2018.

Figure 24: Pelanconi House/ Pelanconi Warehouse, North Main Street elevation, camera facing southeast. ICF, 2018.

Figure 25: Gibbs Brothers Electric Company, camera facing southeast. ICF, 2018.

Figure 26: Sepulveda House, camera facing southeast. ICF, 2018.

Figure 27: Machine Shop, camera facing southeast. ICF, 2018.

Figure 28: Jones Building, camera facing southeast. ICF, 2018.

Figure 29: Jones-Simpson Building, camera facing north. ICF, 2018.

PH01126 40

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: California
COUNTY: Los Angeles
FOR NPS USE ONLY
ENTRY NUMBER: NOV 3 1972
DATE:

1. NAME

COMMON: Los Angeles Plaza Historical ~~Group~~ District

AND/OR HISTORIC: El Pueblo de Los Angeles (State Historic Park)

2. LOCATION

STREET AND NUMBER: ~~North Main St. Between Arcadia St. & Sunset Blvd.~~ Bounded by: Spring St, Main Street, Alameda Street, Arcadia Street. (See map dated Sept 21, 1972 revised Dec 7, 1972 ~~- Alameda and Spring Street~~

revised per letter of Dec 13, 1972

CITY OR TOWN: Los Angeles

STATE	CODE	COUNTY:	CODE
California	06	Los Angeles	037

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☒ District ☐ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☐ Private ☒ Both	Public Acquisition: ☐ In Process ☒ Being Considered	☐ Occupied ☐ Unoccupied ☒ Preservation work in progress	Yes: ☐ Restricted ☒ Unrestricted ☐ No

PRESENT USE *(Check One or More as Appropriate)*

☐ Agricultural	☐ Government	☒ Park	☐ Transportation	☐ Comments
☒ Commercial	☐ Industrial	☐ Private Residence	☐ Other *(Specify)*	
☐ Educational	☐ Military	☐ Religious		
☒ Entertainment	☒ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: A combination of State, City, and chuch property - State of California, City of Los Angeles & Los Angeles Diocese

STREET AND NUMBER: Department of Parks and Recreation, Sacramento; City of Los Angeles; Catholic Diocese

CITY OR TOWN: Los Angeles | STATE: California | CODE: 06

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Hall of Records

STREET AND NUMBER: 200 North Broadway

CITY OR TOWN: Los Angeles | STATE: California | CODE: 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: California Historical Landmarks Advisory Committee

DATE OF SURVEY: 1960 ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: State Department of Parks and Recreation

STREET AND NUMBER: 1416 9th Street

CITY OR TOWN: Sacramento | STATE: California | CODE: 06

RECEIVED SEP 21 1972 NATIONAL REGISTER

SEE INSTRUCTIONS

STATE: California
COUNTY: Los Angeles
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DATE:

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7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☒ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

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 founded this City and shaped its subsequent growth.

Within this area, appropriately enough close to the center of modern downtown Los Angeles (see top picture opposite), are several buildings of historic authenticity and representing the several architectural styles which appeared at various times during the City's growth. While all historic buildings had been modified somewhat by additions or other alterations over many decades by the time the State Historic Park was established in 1953, current intensive research and restorative efforts seek to reestablish pristine authenticity.

The Plaza Church (1822) represents the Mission Adobe period (1818-1846). The Pico House (1869) is a well-preserved example of Victorian brick and stone structures erected in the area between 1869 to 1890. Later pre-20th Century structures of concrete and plaster also still stand.

Other specific buildings of historic interest within the Plaza District include the Pelanconi House (two-story brick, 1855) and Sepulveda House (two-story brick, 1860), both now authentically restored after intense research; Firehouse (two-story brick, 1884); the Avila Adobe (one-story adobe, 1818); Merced Theater (three-story brick, 1869); Masonic Hall (two-story brick, 1858); Garnier Building (two-story cut stone and brick structure, 1890).

As mentioned, some of these buildings have been restored or stabilized. For example, the Avila Adobe, considerably damaged during the February, 1971 earthquake, is being fully restored to appear as it was in the period of its greatest historical significance.

Other buildings of later days are interspersed about the Plaza Square or flanking Olvera Street -- a brick-paved arcade filled with stalls, shops and restaurants all tastefully accenting the Mexican motif. Some of the later buildings are, or will be functionally preserved, others will be replaced with developments compatible with the area. Those few of the developments and activities within the District not precisely historic in design or flavor contribute to historic preservation by creating an atmosphere and providing facilities to make possible the active participation of concessionaires serving and, indeed, helping attract the growing volume of visitors coming annually to see this active area with authentic and uninterrupted links to its historic past. (See bottom picture opposite).

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Historic Spots in California - Rensch and Hoover

Los Angeles County Historic Area Study - Dept. of Parks & Recreation
February 1966

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	34°	03'	32"	118°	14	20"		°	'	"	°	'	"
NE	34°	03'	26"	118°	14	08"							
SE	34°	03'	17"	118°	14	16"							
SW	34°	03'	23"	118°	14	27"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 42.00 Acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

RECEIVED OCT 21 '72 NATIONAL REGISTER

11. FORM PREPARED BY

NAME AND TITLE: John Hunt, Area Economic Coordinator

ORGANIZATION: City of Los Angeles

DATE: 8-14-72

STREET AND NUMBER: 200 North Spring Street, Room 278

CITY OR TOWN: Los Angeles

STATE: California

CODE: 12

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name _____

Title State Liaison Officer

Date of Original Submission: 8-3-70

Date September 8, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation

Date 11/3/72

ATTEST:

William J. Murtagh
Keeper of The National Register

Date 11-1-72

SEE INSTRUCTIONS

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since 1781 for one reason or another. (See maps opposite). It played a major role in the history of the American frontier and the westward movement and, as such, has had truly national significance since the day it was founded.

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 nation's third-largest city. This 42-acre area with its historic structures annually attracts hundreds of thousands of visitors coming from every state in the Union and most of the nations of the world, as well as a never-ending stream of local residents, particularly school children.

One may stand in the Plaza kiosk and hear historic bronze bells of the Plaza Church (1822) summoning worshippers today just as they did 150 years ago. From here may be seen the Avila Adobe (1818) used by Commodore Stockton, General Stephen Kearny and General Fremont as a headquarters and government house. Kit Carson knew this adobe well. Just south of the Kiosk is the Pico House, built in 1869 by the last Mexican governor of California. Also in the area is the Merced Theater (1869); La Casa Pelanconi, possibly Los Angeles' first brick house and ultimately the house of Jose Mascarel who was Mayor of Los Angeles shortly after the Civil War; Sepulveda House (1870); the Old Plaza Fire House (1884) now housing one of the city's first fire engines; the Garnier Building of early Victorian architectural style; and the Masonic Hall, the first lodge building of this venerable order in Southern California.

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 Plaza is a living historical district for which even greater restorative efforts are a continuing goal; a truly national monument to preserve for generations yet unborn tangible evidence of the dreams and efforts of colonizing generations long turned to dust.

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(Continued)

STATE	
COUNTY	
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ENTRY NUMBER	DATE
NOV 3 1972	

Beginning with 44 settlers recruited in the Sinaloa area by Mexico, by 1800 Los Angeles contained a population of 350 inhabitants. In 1815 the original Plaza was relocated to its present area as a means of evading flood. In 1818 a new church was built, identified in records as Chiesa de Nuestra Senora la Reina de Los Angeles. Services there began in 1822 and continue to the present day. Its historic bronze bells summon those who are members of the church now even as they did nearly 150 years ago.

Standing nearby is the Avila House, the oldest residence in the City of Los Angeles and one of the oldest adobe structures in the State. Owned originally by Francisco Avila, it became so involved with political intrigue that it was known for years as "La Casa Revolucionaria". When Avila was killed as a result of his revolutionary activities, the family settled down to less vigorous living, interrupted by events related to the war with Mexico when their adobe served briefly as Commodore Robert F. Stockton's headquarters.

During this early period, the Plaza became a fashionable area for residential construction; the Carrillos, Sepulvedas, Lugos, Olveras, and other leaders of the community having built their homes there. The current Sepulveda House, located in the heart of the area on Olvera Street, though built in the 1870's is a later residence of a family noted in California since early times.

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In 1860, a United States surveyor described Los Angeles as a group of one-story houses mostly "build of adobe or some burnt brick with very thick walls and flat roofs". By 1872, a change in Los Angeles was apparent. North of the Plaza it retained a style characteristically Mexican; south of that area it was a vigorous American city. Buildings built during this time were the Pelanconi House, Pico House, Merced Theatre, the old Plaza Firehouse, the Masonic Hall and the Garnier Building.

The City of Los Angeles in 1870 had 5,700 people, 110 saloons, and 4,000 dogs. The Plaza area had quantities representative of each. When reached by railroad in 1876, Los Angeles underwent a dramatic change from provincial center to city. Subsequent years raised the population from 102,479 in 1900 to 2,000,071 in 1953. By 1955 the population of the greater Los Angeles area had reached 5 million. During these times, the Plaza (Pueblo de Los Angeles Historic District) became even more cosmopolitan. No longer the geographical center of

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the city it continued for sometime, nevertheless, to exert strong influence. Additional structures were built, filling in gaps between those built earlier. The flat roofed, unpretentious one-story adobe huts of "Sonoran Town" gave way to solid brick warehouse type structures and business houses. Where, in 1872, fully one-half of the area's citizens were Spanish or Mexican, by 1890 the city was predominately American, with some Mexican-Americans, and Chinese. By the turn of the century, the Plaza area had deteriorated and became a semi-slum. In 1892, Olvera Street had become a disreputable alley, and much of the surrounding buildings had followed suit. The Lugo House became a Chinese store, rooming house and some say, an opium den before being torn down.

This was the scene when Mrs. Christine Sterling arrived in Los Angeles to head a group interested in cleaning up "skid Row" and preserving its historical background. Through her initiative, Olvera Street and the surrounding area gradually improved. The street itself becoming a Mexican marketing center bringing back some of the flavor of its pre-American past.

In 1953, the area was acquired by the County, City and State as Pueblo de Los Angeles State Historic Park. Subsequent development of the area is discussed in section seven of the nomination form.

A historical resume on other structures included in the historic district nomination follows:

Plaza Area

An adequate record of the appearance of the Plaza is available from 1848 on from drawings and photographs. It was not laid out in circular form until the early 1870's. In the 1890's and later, a public market was developed around the Plaza, wagons loaded with produce being backed up to the edge of the circle. There have been various landscaping treatments; a statue of Filipe de Neve was placed in the center of the Plaza in 1931 by the Native Daughters of the Golden West. There will be continued effort to landscape this area in accordance with historical integrity.

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Buildings South of the Plaza

The Masonic Building:

This is the oldest structure in the Pueblo area south of the Plaza. It was the first lodge building in Los Angeles, the second meeting place of Los Angeles Lodge No. 42. The building was constructed in 1858 by the firm of Terry and Woodworth, designed for store space on the bottom floor and "a satisfactory room for Lodge purposes" on the second floor. To encourage construction, the Lodge loaned money at the rate of one and one-half percent per annum and paid rental of $20 per month for the use of the Lodge room. Arthur Ellis, in a historical review of the Lodge, asserts that "Los Angeles Lodge No. 42 was the first American organization set up here subsequent to the government itself, and in truth the institution most firmly interwoven in the life and growth of Southern California". This building has been completely restored. Its upper floor is periodically used as a Masonic Hall.

The Pico Hotel:

Construction was begun on the Pico House on September 4, 1869 and completed June 19, 1870. Pio Pico had sold half of San Fernando Valley for $115,000 to build the hotel. This was to be the finest hotel in the city and he chose the site on the corner of Main Street and the Plaza. This site had been originally granted to Jose Antonio Carillo (1821) and the Carillo Adobe was razed to make way for the hotel. Newspapers of the period carried full descriptions of the hotel, for a short time the pride of the city.

The building has not been altered basically though many minor changes have been made in interior arrangement. The ground floor originally contained the hotel office, a lobby, two dining rooms and two stores, one of which was occupied by the Wells Fargo Express Company. The second floor was composed of suites; there was also a public parlor. From the gallery around the interior court on this floor, there was a private entrance to the Merced Theatre, enabling the guests to reach the boxes and take their seats without the trouble of going out into the street or mingling with the crowd. The third floor was devoted exclusively to sleeping rooms. The furnishings for the hotel cost $34,000. The total cost was $82,000.

Although the hotel was the finest in Los Angeles, it had a very short period of prosperity: it was closed for over a year

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around 1879. The Pico House was soon to be victim of environmental deterioration and competition. Prior to its construction the Bella Union, the United States Hotel, and the Lafayette were hotels of distinction in Los Angeles. By 1880, there had been added the Nadeau, the St. Charles, the Natick, and the St. Elmo. Although Los Angeles served a large hinterland, a town of 11,000 could not support this many hostelries. By 1880, Pico had lost the hotel; in 1892 the name was changed, for a decade or so, to the "National Hotel". In 1897, the building was leased by G. Pagliano and G. Berniatico, and in 1930 Pagliano purchased the building. The story of this building is intimately involved with that of its founder, the last Governor of California under Mexican rule. In some ways, it is a memorial to this early pioneer and political leader.

The Merced Theatre:

The first wooden frame building in Los Angeles was erected in 1851 on this site just south of Pico Hotel; it was used as a saloon and later as a Methodist Church. William Abbott started work on the theatre in June 1870 and it was opened December 30, 1870. The theatre was on the second floor with living accommodations for the Abbott family on the third floor. The ground floor was used for business: Barker Bros. once occupied this site (Barker Bros. were noted pioneer furniture dealers in Los Angeles.) On December 7, 1872, an organization meeting for a public library was held in the Merced Theatre, although the structure was never used as a library building.

Like the Pico Hotel, the Merced Theatre had a very short life as a successful venture. By 1890 it was no longer listed as a theatre. With the turn of the century, the upper floors of the Merced were transformed into cheap sleeping rooms; the building remaining in such use throughout the next half century. The Merced Theatre, now restored, will be reoccupied ultimately at least in part, as a theatre, the lower floor being converted to other commercial use.

The Garnier Building:

In 1890 Phillippe Garnier constructed a building specifically intended for use of Chinese renters. Garnier built only the exterior walls; the interior walls and arrangements were constructed by the Chinese lessees.

For some years the building was occupied by the importing firm of Sun Wing Wo; throughout this period the managers for

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the company in this building has been one family, Lew Tou Pew. Pew was manager until 1896; his son Lew Sen Lai was head of the business from 1896 until 1948. Later its management was taken over by Lew Yee Fong.

The Chinese Benevolent Society (Association), an organization which has been of great importance in the life of the Chinese in Los Angeles, had its headquarters on the second floor of this structure from 1900 until 1948. Subsequently the building was acquired and restored by the State. Arrangements for its new concession are under way.

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Fire House:

The two-story brick building on the corner of Plaza and Los Angeles Streets was constructed in 1880, and from the middle of the 1880's until the late 1890's was occupied by Chemical Company No. 1 of the Los Angeles Fire Department. During that time, it was leased from the owner, Mrs. Bigelow, for $50 per month. Following its use as a fire station, it was converted to other purposes, there having been sleeping rooms on the second floor and a restaurant and saloon on the ground floor. Subsequent to this, the building has been completely and authentically restored and serves today as a repository-exhibit of fire apparatus and equipment of the 1880's.

Sepulveda Building:

Built circa 1883-4 by Eloisa Martinez de Sepulveda for use as a residence-hotel-boarding house. One of the truly Victorian structures left in Los Angeles, it possesses elaborate iron grill work, a cupolo, and other features which identiffy it with late 19th Century Los Angeles. Both the Martinez and Sepulveda families were outstanding pioneers in Southern California.

Pelanconi Building:

This building was among the first brick structures built in Los Angeles circa 1852-3. Brick was manufactured of local clays by Jesse Hunter, brickmaker, who was the first to ply his trade in Los Angeles. The Pelanconis were an Italian family originating on the Island of Malta. In its early days, the upper floor was used as a residence, the lower (basement) as a winery. Subsequently it became a warehouse for Chinese merchants. Today its basement it used as a restaurant specializing in Mexican dishes.

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Other Buildings on Sanchez Street:

These buildings were constructed in 1890 or later and were used by Chinese for shops, stores and rooming houses. Today these buildings are used as official offices of the Pueblo de Los Angeles Commission and by the Department of Parks and Recreation.

FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

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See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT (N.R. 11/3/72)

historic: 1. PLAZA HOUSE (GARNIER BLOCK) 2. VICKREY/BRUNSWIG 3. BRUNSWIG ANNEX

and/or common: 4. PLAZA METHODIST CHURCH 5. PLAZA COMMUNITY CENTER (BISCAILUZ BUILDING)

2. Location

street & number: 1. 507-11 N. Main St. 2. 501 N. Main St. 3. 502 New High (111 Republic) 4. 115 Paseo de la Plaza 5. 125 Paseo de la Plaza ___ not for publication

city, town: Los Angeles ___ vicinity of congressional district: 25th

state: California code: county: Los Angeles code: 037

3. Classification

Category	Ownership	Status	Present Use	
_x_ district	_x_ public	_x_ occupied	___ agriculture	___ museum
___ building(s)	___ private	_x_ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	_x_ religious
___ object	___ in process	_x_ yes: restricted	_x_ government	___ scientific
	___ being considered	_x_ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name: Bldgs #1-3: County of Los Angeles / Bldgs #4-5: State of California

street & number: Hall of Administration, 225 N. Hill Street / Department of Parks & Recreation, P.O. Box 2390

city, town: Los Angeles, CA 90012 ___ vicinity of / Sacramento, CA 95811 state

5. Location of Legal Description

courthouse, registry of deeds, etc.: Hall of Records

street & number: 227 N. Broadway

city, town: Los Angeles state: California 90012

6. Representation in Existing Surveys

title: Survey for Los Angeles City Historic Preservation Overlay Zone has this property been determined elegible? _x_ yes ___ no

date: May, 1981 ___ federal ___ state ___ county ___ local

depository for survey records: Cultural Heritage Bd., Cultural Affairs Dept., 200 N. Spring St.

city, town: Los Angeles state: California 90012

9. Major Bibliographical References

SEE CONTINUATION SHEET

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10. Geographical Data

Acreage of nominated property approx. 10

Quadrangle name _____ Quadrangle scale 1: 24000

UMT References

	Zone	Easting	Northing
A	11	385550	3768950
B	11	385920	3769100
C	11	385740	3768780
D			
E			
F			
G			
H			

Verbal boundary description and justification

Area 1: N. Main St. southerly to Republic St., thence westerly to N. Spring St., thence northerly to the southern property line of the Plaza Catholic Church, thence easterly to N. Main. Area 2: bounded by Olvera St west, Paseo de la Plaza south, Placita de Dolores east, and Plaza Substation north.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title John Miller, Member of the Board, LA Conservancy, 849 S. Broadway, ste 1225, LA 90014
Blaine Mallory, Historical Researcher, El Pueblo SHP, LA, CA 90012
Jean Bruce Poole, Senior Curator, El Pueblo SHP, LA, CA 90012

organization Katherine A. Peters, Historical Researcher, date El Pueblo SHP, LA, CA 90012

street & number EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK
845 NORTH ALAMEDA STREET telephone

city or town LOS ANGELES, CA 90012 state

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature K. Mallory

title SHPO date 11/4/81

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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This nomination amendment concerns five structures contiguous to the El Pueblo de Los Angeles State Historic Park District, listed on the National Register of Historic Places on November 3, 1972. It is designed to add three structures which are located within the original boundaries of the district: the Brunswig Annex, the Plaza Community Center (Biscailuz Building) and the Plaza Methodist Church. It also contains more information concerning the Plaza House and the Vickrey/Brunswig Building which were included within the original district but were not discussed in adequate detail.

The three additional buildings, constructed between 1897 and 1926, contribute to the historical character of the El Pueblo district which is the birthplace and historical core of Los Angeles. As noted, these structures are contiguous to the district and are visually linked to it. Although altered, these structures conform to the basic height and scale of the district, and they remain on their original sites.

The immediate area of the Los Angeles County-owned buildings is defined by New High Street to the west, North Main Street to the east, Republic Street to the south and the Plaza Catholic Church to the north. The buildings date from c.1883-97 and were constructed of brick and/or concrete painted beige, with flat roofs and simple plans, and they are currently used for storage purposes or are vacant. Much of the original ornamentation has been removed and all the buildings are in a state of disrepair.

The area surrounding the buildings consists of sidewalks and a parking lot opening onto New High Street, which passes through the center of the property. The two other buildings included in this nomination amendment are located within the Plaza area. The Plaza Methodist Church (4) and the Plaza Community Center (Biscailuz Building) (5) stand side by side on the north end of the Plaza Kiosco area, east of Olvera Street, and west of Alameda Street. Both were built in 1926.

1) PLAZA HOUSE (GARNIER BLOCK*) Date: 1883
Location: 507-11 North Main Owner: County of Los Angeles

The Plaza House was listed on the National Register of Historic Places as part of the district in 1972 but requires further description at this time.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

BOUNDARY CHANGE FOR EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT, LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA.

The plan is rectangular. It is a two-story brick structure with a five-bay front. It is adjacent to the Vickrey/Brunswig Building, with the Pico House and the Merced Theatre located diagonally across the street. It faces east.

Philippe Garnier, a Frenchman, built the structure in 1883 as a combination hotel and commercial building. It was designed by the firm of Kysor and Morgan who were responsible for the design of the Pico House and the Merced Theatre in c.1870.

The ground floor originally housed stores, a saloon and a restaurant, with lodging rooms upstairs located on either side of a central hall. A large skylight runs in a north-south direction along the roof. There is a wooden kitchen at the rear (west).

The east facade is 60.5 feet long. Its ground floor store fronts are presently boarded over, but historically were divided into three separate entrances. These entrances are flanked by molded pilasters and were originally headed by large glass transoms. The original windows have been altered and are now multi-paned. Second story windows are segmentally arched with fluted pilaster-like mullions and continuous sills. The windows vary in size: the central window and end windows are double and the remaining are triple (double mullions). Each window has 1/1 lights and a decorative leaded glass transom. The facade has a molded belt course between each window and transom.

Very little of the original ornament remains as it was removed by the County for fear of seismic hazard following the earthquake of 1971. This included the bracketed cornice, dentils and panelled frieze, as well as the detailed central triangular pediment, the "Garnier Block" relief at the base of this pediment and the "Plaza House" relief below. The continuous molding, or archivolt, above each of the second-story windows and the panelled areas directly below the continuous sills were also removed. Unfortunately, only ghosts of some of the building's decorative elements remain. However, it must be noted that the basic structural elements have remained unaltered and the building would be very suitable for restoration.

The interior of the Plaza House appears to be very little altered, although it has been severely damaged due to vandalism and neglect. It has

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

BOUNDARY CHANGE FOR EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT, LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA.

a very pleasing floor plan and would also be well suited for restoration.

*The Plaza House was at one time known as the Garnier Block, however the name is not currently used due to possible confusion with the present Garnier Block located within the park.

2) VICKREY/BRUNSWIG BUILDING
Location: 501 North Main

Date: 1888
Owner: County of Los Angeles

The Vickrey/Brunswig Building is situated on the corner of Republic Street and North Main. The building was constructed by Ofield Vickrey in 1888 as a commercial endeavor. According to a Los Angeles Herald in 1888, R.B. Young was the architect of the then 20-room, $85,000 building. Lot dimensions were 58.10 feet on North Main, 96.95 feet on Republic and 106.71 feet along the south wall of the Plaza House. The building had three stores on North Main with a passageway behind and two additional stores running in a north-south direction behind it which opened on Sonora Street (Republic Street). The passageway contained an elevator and a stairway. Another stairway rose from the North Main Street entrance. A huge skylight ran from east to west on the roof.

The five-story brick and concrete building (with basement) is four bays wide and seven bays deep. It is painted beige with brown trim imitating the color scheme of the Plaza House next door. It has a recessed entrance with double doors which have a large double-pane transom on the north side.

Each story of the Vickrey/Brunswig Building is defined by its own distinctive window type. The second and fourth story windows are segmentally arched with scrollwork within the arch. Third-story windows are rectangular with turned pilaster-like mullions and dentilled lintels. Fifth-story windows are round arched. The bays on either end of the front have triple windows; the center bays are double. Each bay is framed by an engaged pilaster with ornamental capitals. The window pattern is repeated on the building's south side.

Like the Plaza House, much of the Vickrey/Brunswig's original ornament was removed for fear of earthquake hazard in the early 1970's. Its

ground floor molded pilasters were removed as well as the original bracketed cornice, decorative panelled frieze, dentils, and roof cresting. Heavy molding on the eaves and corner pilasters were removed. The centrally located triangular pediments, which appear in early photographs, were removed also. The name of the building has changed three times, and accordingly the title in the triforium of the pediment: in 1888, "Vickrey Building," in 1905, "F.W. Braun," and later, "Brunswig."

A photograph taken in 1905 shows all of the north elevation windows bricked in, possibly to create a continuous wall surface for advertising, as appears in the photo for the F.W. Braun Company (photo 12). Existing north elevation windows vary. Five of the seven bays have been altered and are rectangularly shaped with 6/1 lights, plain lug sills and plain lintels. Two of the seven bays have been bricked in and appear to have been segmentally arched with plain lintels and sills. The building is currently used for storage purposes by the County. It was abandoned in July of 1976 due to possible hazard from its asbestos insulation and unreinforced brick.

3) BRUNSWIG ANNEX
Location: 502 New High Street
111 Republic Street
Date: 1897
Owner: County of Los Angeles

The Brunswig Annex Building was constructed in 1897 on the corner of Sonora Street (Republic Street) and New High, directly behind the Vickrey/ Brunswig Building. The original rectangular, two-story building had a third story added sometime between 1897 and 1909. The brick line of this new story is still visible. According to the County assessment records, large scale improvements were made to the building in 1909. The structure is four bays deep with a segmentally arched entrance on the south elevation, eastern end.

First and second story windows are segmentally arched with simple brick lintels. More recent third story windows are coupled with round arches, continuous molded lintels and plain lug sills. The rear (west) elevation has asymmetrically placed rectangular windows: three on the second story, and one on the third; it has a recessed entrance with double doors at the northern end. Also adding interest to the building are decorative glass tiles which are firmly fixed in the adjacent sidewalks.

Like the other County buildings, the original heavy overhanging cornice with dentils was removed for fear of earthquake hazard. Presently, the first story windows are boarded over and the structure is used for some County storage.

4) PLAZA METHODIST CHURCH — Date: 1926
Location: 115 Paseo de la Plaza — Owner: State of California

The Plaza Methodist Church is immediately adjacent to the west side of the Plaza Community Center (Biscailuz Building). It was built in the Churrigueresque style and is three stories with a gently pitched gabled roof, and tower at the southwest corner. Like the Biscailuz, the church faces south toward Paseo de la Plaza and the Plaza Kiosco.

The facade is divided into three sections: a central apse flanked by two slightly projecting naves; the west nave is surmounted by a tower. The heavily ornamented arched entrance is at the center of the facade. The full story panelled wood door is topped by an elaborate leaded glass window and a large trefoil surround. The door surround is very elaborate and is the main focal point of the structure. The two flanking naves each have a segmentally arched double door. The tower cornice is crowned by a pinnacle at each corner. The blue and green mosaic onion dome is raised on a molded platform supported by four composite columns. Garlands, bosses, finials and panels decorate the base of the dome. A spire rises from the top. The west elevation is nine bays deep. The lower level multi-paned windows are rectangular. Upper windows are also multi-paned, but segmentally arched with plain lug sills and elaborately carved lintels.

The interior of the church was altered in the 1960's by Richard Dorman and Associates. Much of the early architectural detailing was removed, and the overall feeling of the original church was lost when the alter was elevated on a large platform.

5) PLAZA COMMUNITY CENTER (BISCAILUZ BUILDING) — Date: 1926
Location: 125 Paseo de la Plaza — Owner: State of California

The original 1926 concrete building was 4 1/2 stories with a flat roof.

It was nine bays wide and fifteen bays deep. It has always faced south toward what is now Paseo de la Plaza. A rear three-bay deep block still stands a story taller than the remainder of the building and projects four or five feet eastward toward Union Station.

The original ground level was 1 1/2 stories and consisted of a recessed, segmentally arched arcade-like entry, and an elevated(10 steps) central entrance with three floor-to-ceiling windows on either side. It had an iron balustrade enclosing its open front porch. Windows were designed in groups of three; all were simple rectangular casements with single-pane transoms. Fourth-story windows originally had decorative lintels and all the windows had plain lug sills. Between each three-bay section at the fourth-story level was a simple pilaster (each was flanked by a molded ornament). Also above each three-bay section was a square molded ornament.

Because the structure was built on a slight slope, the north (rear) elevation is approximately six feet lower than the south facade. The original front basement windows were small eight-light casements. To the rear however (east side), the lower story was large enough to contain a 1-car garage. Directly adjacent to the garage, on the east side, there also was an iron fire escape.

During the 1960's, the building was much altered by Burnett C. Turner to give it a more Spanish style appearance. A tiled hipped roof was added to the main block, and one was also added to the rear projecting section. Each three-bay window grouping was combined to create single windows with double mullions. The building now stands three bays wide by five bays deep. Third story windows have small iron balconies. Fourth-story windows have continuous sills. The original segmentally arched arcade-like entry has been altered; it has been extended around the east side of the building and is now more of a continuous arcade with round arched openings. The elevated central entrance is decorated with colorful Mexican tiles, and a simple iron railing encloses a small stairway which now runs from east to west. Heavy wooden beams stand overhead. The stucco is painted white and on the facade, behind the arcade, is a mural, "Blessing of the Animals," painted by Leo Politi.

The building is occupied by the Mexican Consulate-General, and was completely altered in the interior during the 1960's to create space for several offices.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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The Pueblo de Los Angeles State Historic Park District is significant, in the words of the 1972 nomination, as "the living composite story of Los Angeles 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 nation's third-largest city." The five structures with which this nomination amendment is concerned contribute to the significance of the El Pueblo district by adding appreciably to its "living composite story."

The Brunswig Annex Building documents the "Americanization" and the strong involvement of French and French Canadian settlers in this predominantly hispanic town of the 1870's and 1880's. The remaining structures illustrate the continuing use of the Plaza area for a variety of urban functions during the early twentieth century.

The manner in which these structures contribute to the significance of the district can be discussed in terms of the specific site history of each.

The PLAZA HOUSE (GARNIER BLOCK) (1) was built on property owned by Pío Pico, last Mexican Governor of Alta California, and by B. Sodela (Sottela) in c.1856. Pío Pico maintained a large house running the full length of the north/south property line along Calle Principal (Main Street). The small adobe belonging to Sodela was situated on the north property line at the rear of the lot.

An 1876 photo shows the long narrow adobe on North Main (which had belonged to Jesus Dominguez in the early 1850's before Pio Pico acquired it). In 1882-83 this adobe and any other small outbuildings on the site were levelled to make room for Phillippe Garnier's hotel and shops. Garnier was later responsible for the Garnier Block on Los Angeles Street which was built in 1891 for Chinese occupancy.

In 1887, the building housed a store at 407 North Main, a saloon at 409, and a restaurant at 411. An 1888 photo shows a livery stable in the building, while the Vickrey/Brunswig (2) is under construction next door. Sleeping rooms were located to the rear of the Plaza House, and upstairs. A prominent Los Angeles physician of Spanish origin named G. Del Amo had his medical offices at 411 through 1894; Dr. Del Amo was also the Spanish Counsul. Later he married a member of the Domiguez family. Doctor Lucio Zabala was

in the building in 1891, and then throughout the 1890's there were a bakery at 511, a physician at 511 1/2, groceries at 507 and 509 and a gallery at 513. The building was called "Tourist Block" in 1892 and "Ohio House" from 1892-94. In 1910 it was listed in the Directories as "hotel, 507-11 North Main." The structure was owned by Marianne C. G. Garnier until about 1913 when it was transferred to Peter Garnier. In 1914 there was a clothing and dry goods store at 509, and by 1921 the building was referred to as the "Garnier Block Hotel." By 1931 the building was owned by the Farmers and Merchants National Bank, who sold it to the Garnier Holding Company in 1940. "La Esperanza" bakery and restaurant had moved in by c.1930, and remained throughout the 1950's. The bakery sign still stands over the door. The County purchased the building in 1948. It housed the County Sheriff's offices in the 1950's.

The VICKREY/BRUNSWIG BUILDING (2) was built on land owned by Jesus (or Joseph) Dominguez on the corner of Calle Principal (North Main Street) and Hayes Alley (Republic Street). The Dominguez adobe faced North Main during the early 1850's. It was then transferred to Pío Pico (see Plaza House history). By 1887 the lot had become a marble granite yard which included a woodshed, office and one other small building. The 1888 Sanborn map labels 405 North Main "being built" and housing five stores. A photo taken soon after the building was completed shows that the "Vickrey Building" was the home of "Asphalt Paving Co.," whose company remained there until at least 1892.

During the early 1890's, the Vickrey Building served as a residence for Thomas W. Temple, who was the editor of "La Cronica," B. Lee Vickrey, Chauncey Vickrey and Miss Dora C. Vickrey; a dressmaker, shirt manufacturer, newspaper, tailor and others occupied the building through 1897. In 1898 F. W. Braun and Co. purchased the building at 501-05 North Main. Braun moved from his former offices at 401-07 North Main where he had maintained a wholesale drug business. The F. W. Braun Company was incorporated in 1902 as the Los Angeles branch of the southern and midwestern firm of Brunswig and Braun.

Lucien Brunswig, born in 1854 in Montmedy, France, was a well known philanthropist who began his drug manufacturing career in Atchison, Kansas and owned a drug store in Fort Worth, Texas. The son of a doctor, Brunswig started work in the drug business at the age of seventeen.

Brunswig first came to Los Angeles in 1887 from New Orleans to establish a branch of his drug company on New High Street, within a block of

the later site. The Brunswig family, consisting of Lucien and his wife, Marguerite, with their four daughters and one son, moved to Los Angeles permanently in 1905. By July 26, 1907, Brunswig had bought his partner, Braun, out and incorporated Brunswig Drug with branches in Phoenix, Tucson and San Diego.

The Vickrey/Brunswig Building was first used for the manufacture and storage of drugs in 1907. By 1910, Brunswig Drug had spread into the Brunswig Annex Building (3), the Old Brunswig Building (to its north) and to the Beaudry Building (which was destroyed in c.1930). Within a few years the company had the largest manufacturing labs west of Chicago. They produced all of the standard pharmaceutical products and maintained distribution to all parts of the United States, Canada and England.

Lucien N. Brunswig founded the pharmacy school at the University of Southern California. In 1927 he donated 1,000 French literature books to UCLA. He created a foundation for the aid of French tubercular children after the Second World War, and was titled Chevalier of France by the French Government for his founding of the French Red Cross on the Pacific coast of the United States during World War One. During the late 1920's, he was one of six men who contributed $5,000 to the Plaza de Los Angeles Inc. to help Christine Sterling create a Mexican marketplace on Olvera Street.

The building has been owned by the County of Los Angeles since the 1940's and has been used mainly for the Civil Service and Police Crime Laboratory.

The BRUNSWIG ANNEX building (3) was constructed on the site of Los Angeles' first gas works of 1867-69 (built by James Walsh). An 1869 photograph shows one gas tank there; soon after there were two. According to the 1872 Le Couvreur map there were four small structures on the south property line along Hayes Alley (Republic Street). The Los Angeles Star of October, 1871 mentions a gasometer being built at the city gasworks along with the foundation for a new building next to the old one. The tank was quoted as being eighteen feet high and ninety feet in circumference. The new building was required by the increased demand for light.

During the 1880's the Los Angeles Gas Company was headed by C. H. Simpkins, President, and V. E. Plater, Vice President. Their office was located at 9 Sonora Street (Republic Street, formerly Hayes Alley). According

to the 1883-87 Sanborn map, there were three buildings along Sonora Street running back to New High: the two-story Gas Company building, a one-story storage shed and a small iron pipe fitting shop. In 1888, the Gas Company building was labeled, "two story pipe fitting shop" with a one story "pipe fitting" shop attached to its west elevation and a twenty feet long storage room on the corner of New High and Sonora. These three added up to 72.81 feet on Republic Street and comprised the "LA Gas Company." An 1894 birds-eye map of Los Angeles shows the two-story building with the smokestack. This building was demolished and the present building was constructed on the site of 1897 (Daily Journal, July 10, 1897, pg. 4). This 1897 building had a third story added by 1909 in which year the Assessor's map showed greatly increased "improvements."

The structure was acquired by the County of Los Angeles together with the Vickrey/Brunswig Building in 1946. The County paid $293,000 to the Brunswig Drug Company.

The PLAZA METHODIST CHURCH (4) and the PLAZA COMMUNITY CENTER (BISCAILUZ BUILDING) (5) are located on the site of Bartolo Tapias adobe and land on the north side of the Plaza, at the corner of Wine Street. The adobe was constructed between 1830-45. It was later owned by Bartolo's son, Tiburcio. In 1856 Judge Agustin Olvera acquired the building. In 1877, Wine Street was changed by City ordinance to Olvera Street, although by this time Judge Olvera no longer lived there. The building was owned by Judge Olvera's daughter, Luisa O. de Forbes, until the early 1900's. The adobe remained standing until 1917, after having served as a residence and commercial structure. From 1883 on, the adobe housed five (or more) Chinese businesses with Chinese living quarters behind.

The first Methodist Missionary work among Hispanic people was undertaken in Los Angeles, Pasadena and Santa Ana between 1880 and 1910. The Los Angeles headquarters, the Plaza Methodist Church, began as a small mission in 1899. The church congregation came together in the one-story Olvera Adobe at what was then 125 Marchessault Street (later Sunset Boulevard and now Paseo de la Plaza). The first full time pastor was Reverend Enrique Narro.

The 1905 and 1910 Baist maps show the adobe divided into five addresses: 115, 115 1/2, 117, 119, and 121 Marchessault Street. This was property formerly owned by Luisa Olvera de Forbes, who sold it to the "LA Land Com-

pany's Tract #1." By 1911, a Dr. Vernon McCombs had established several Methodist Missions throughout California. He also founded three social institutions beyond his endeavors as the leader of Hispanic Methodist Church work on the West Coast. These three were the Spanish American Institute for Boys, Frances DePauw school for girls, and the Plaza Community Center. The original location of the Community Center was also within the Olvera Adobe. The center was, among other things, a small clinic and a training school for handicapped persons run by Goodwill Industries in Southern California.

The Church and Community Center remained in the adobe until it was demolished in 1916. Sometime between that time and 1921, three frame structures were built on the site to house the Church and Center. In 1926, these wooden bungalows were moved across North Main to New High Street, and the two present buildings were constructed. The architects for both were Train and Williams.

Rev. Eucario Sein and Dr. McCombs had long wished to build a church combining Hispanic tradition and Protestant heritage. With the assistance of the Los Angeles Missionary Society of the Methodist Church and other agencies and individuals, the Plaza Methodist Church was realized. The Plaza Community Center building next door housed the United Methodist Church Conference Headquarters from 1926-56. It had child day care, social services and the clinic. In 1956, the clinic was relocated at 648 South Indiana Avenue.

The Plaza Community Center/Conference Headquarters building was sold to the State in 1956. In 1957 Mrs. Christine Sterling wished the building to become headquarters for all the Latin American Consuls in Los Angeles. Her design was inspired by a post office in Mexico City, and was drawn up by the architect for the El Pueblo de Los Angeles Corporation, Burnett C. Turner. The building was vacant until 1963 when the temporary offices of the Latin American Trade Mart moved in. In March of 1964, the Trade Mart opened in a building on the north end of Olvera Street. In 1965, a new state commission for El Pueblo was created which did not favor Mrs. Sterling's earlier architectural plans for the building. They instructed Mr. Turner to redesign it. The Mexican Consulate-General moved in in 1960, and after some time, they moved out and returned in 1973. At that time the structure was renamed the Biscailuz Building in honor of Sherriff Eugene Biscailuz.

The Plaza Methodist Church has had six pastors since 1926, the present being Dr. José M. Fernandez. The Church was designated a Methodist Historic Site in June, 1979 by the Pacific and Southwest Conference of the United Methodist Church.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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BIBLIOGRAPHICAL REFERENCES

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Sterling, Christine, Unpublished Diary.

Interviews:

Robert Rosell - Canadian Society of Los Angeles
Mr. & Mrs. Elmer Staude - daughter, son-in-law of Lucien Brunswig, & Brunswig Company employee
Burnett Turner - former El Pueblo Park architect
Dr. Jose Fernandez - Methodist Church pastor
William M. Mason - Los Angeles Museum of Natural History
Mrs. Cheffelin - granddaughter of Lucien Brunswig

Maps:

Stahlberg 1876
LeCouvreur 1872
Sanborn 1883-87, 1888
Dakin 1888
Baist 1905, 1910, 1921

Newspapers: Los Angeles County Museum of Natural History
Los Angeles Star: 12/15/1870, pg. 3, col. 2.
12/14/1870, pg. 2, col. 1.
1/10/1871, pg. 3, col. 1.
2/8/1871, pg. 3, col. 1.
5/7/1871, pg. 3, col. 1.
5/13/1871, pg. e, col. 2.
Los Angeles Times 7/18/1943

City Directories: El Pueblo copy collection
Los Angeles: 1872, 1884, 1887, 1888, 1890, 1891-99, 1914

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PLEASE NOTE THAT ALL PHOTOGRAPHS INCLUDED IN THIS NOMINATION AMENDMENT HAVE NEGATIVES ON FILE AT:

El Pueblo de Los Angeles State Historic Park
History and Public Affairs Division
845 North Alameda Street
Los Angeles, California 90012

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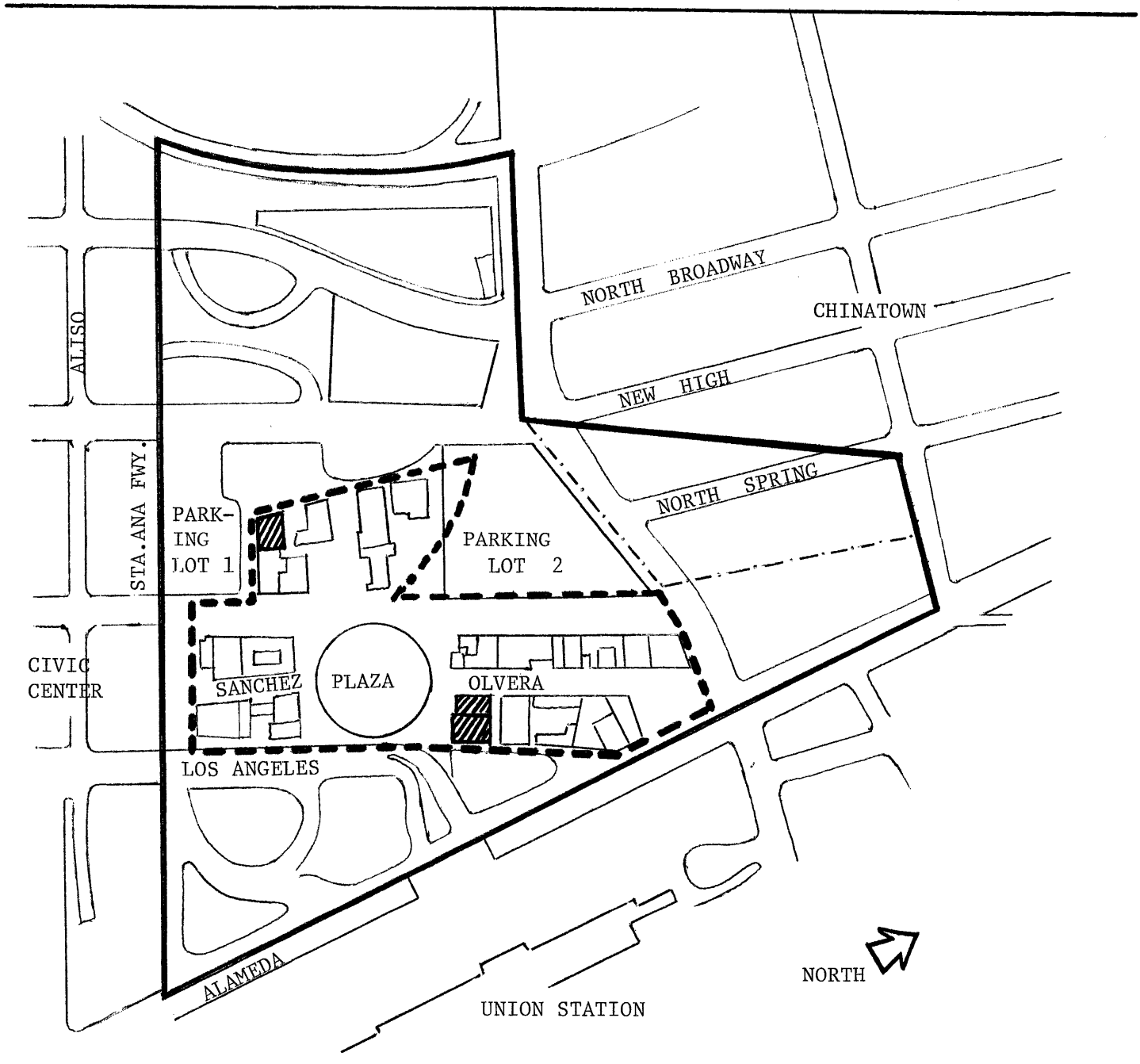

EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK

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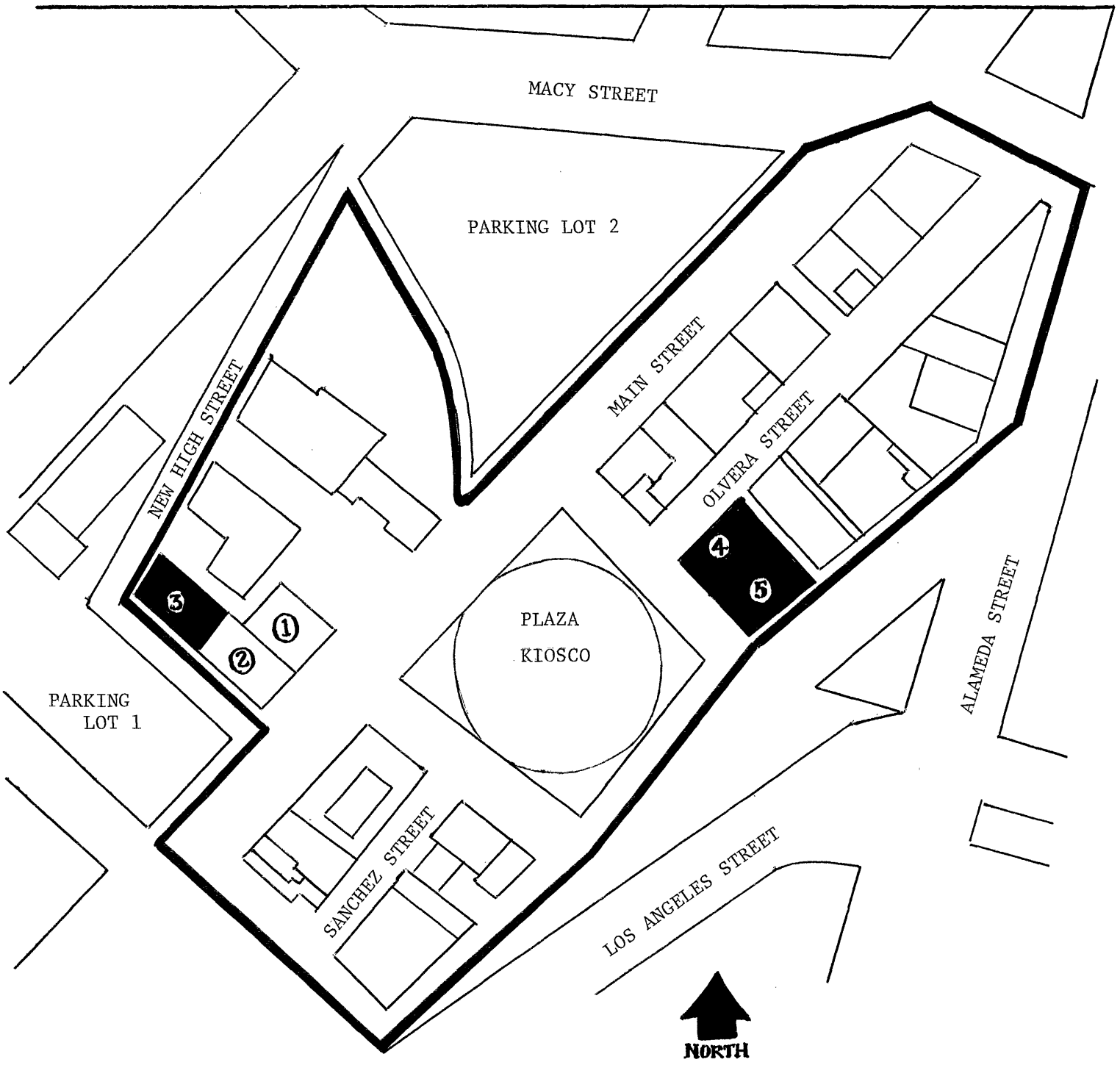

BOUNDARY LINE FOR EL PUEBLO DE LOS ANGELES
STATE HISTORIC PARK NAT'L REGISTER DISTRICT

0 100 200 300 400

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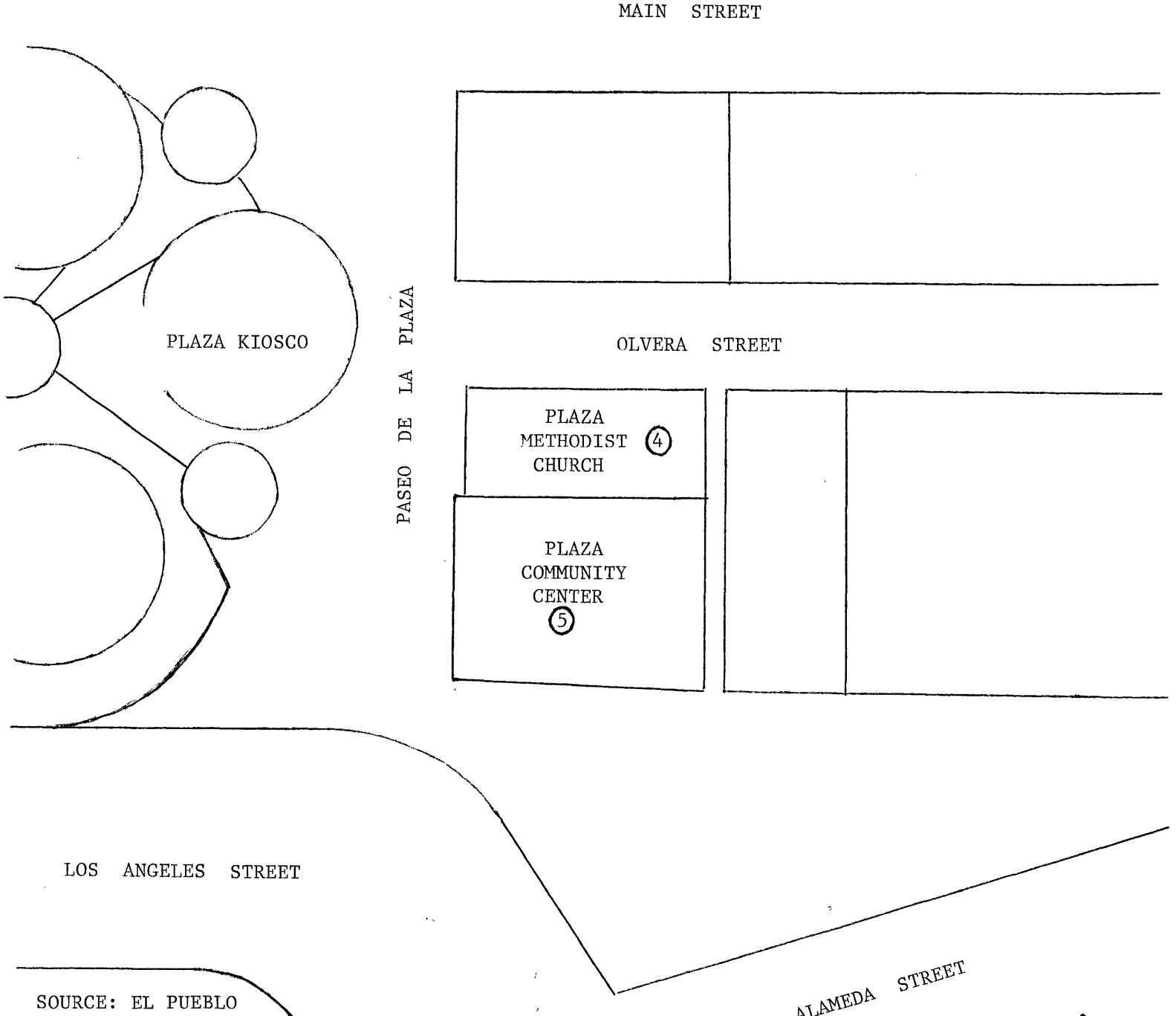

SOURCE: EL PUEBLO GENERAL PLAN
YEAR: 1979
MAP: NOT TO SCALE

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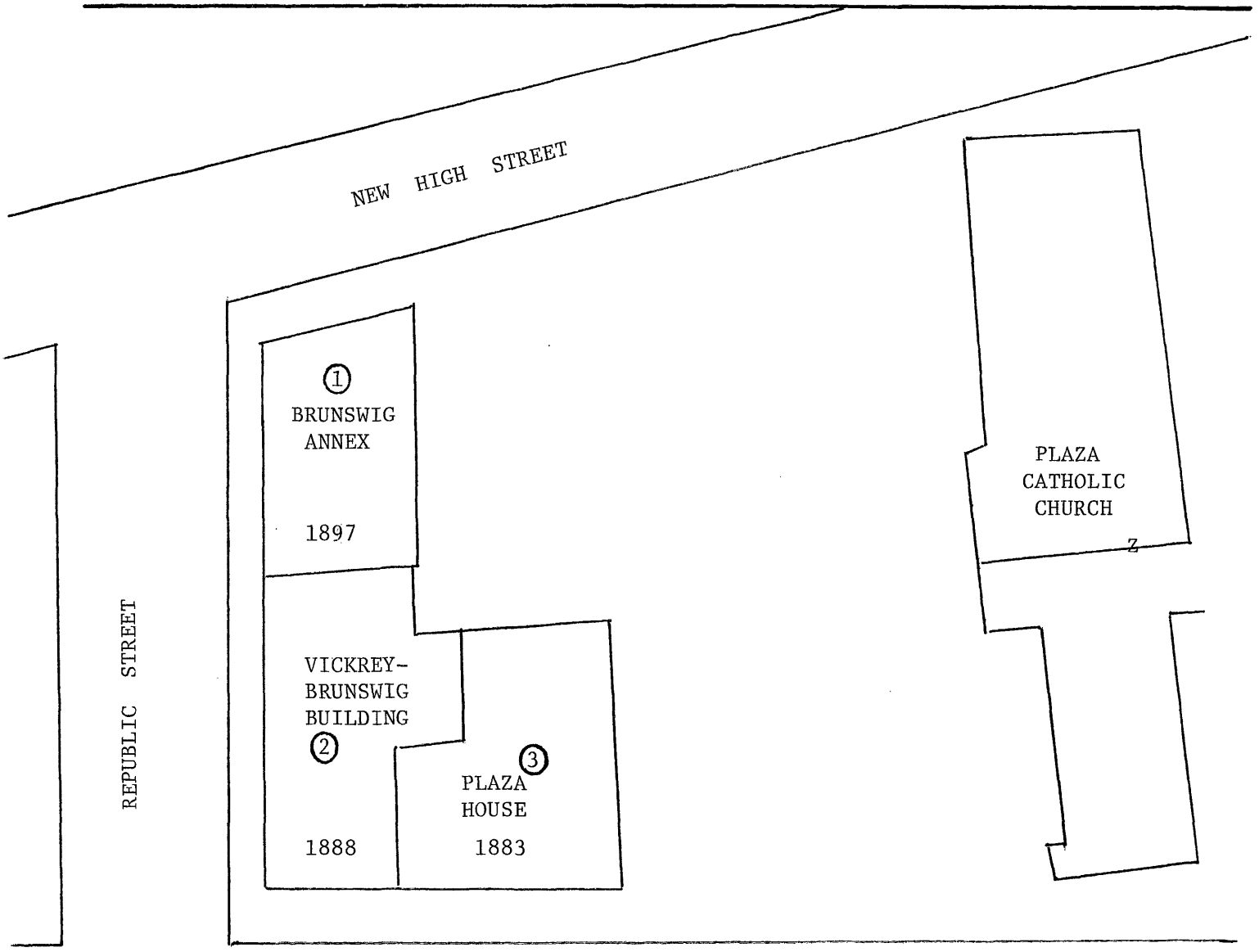
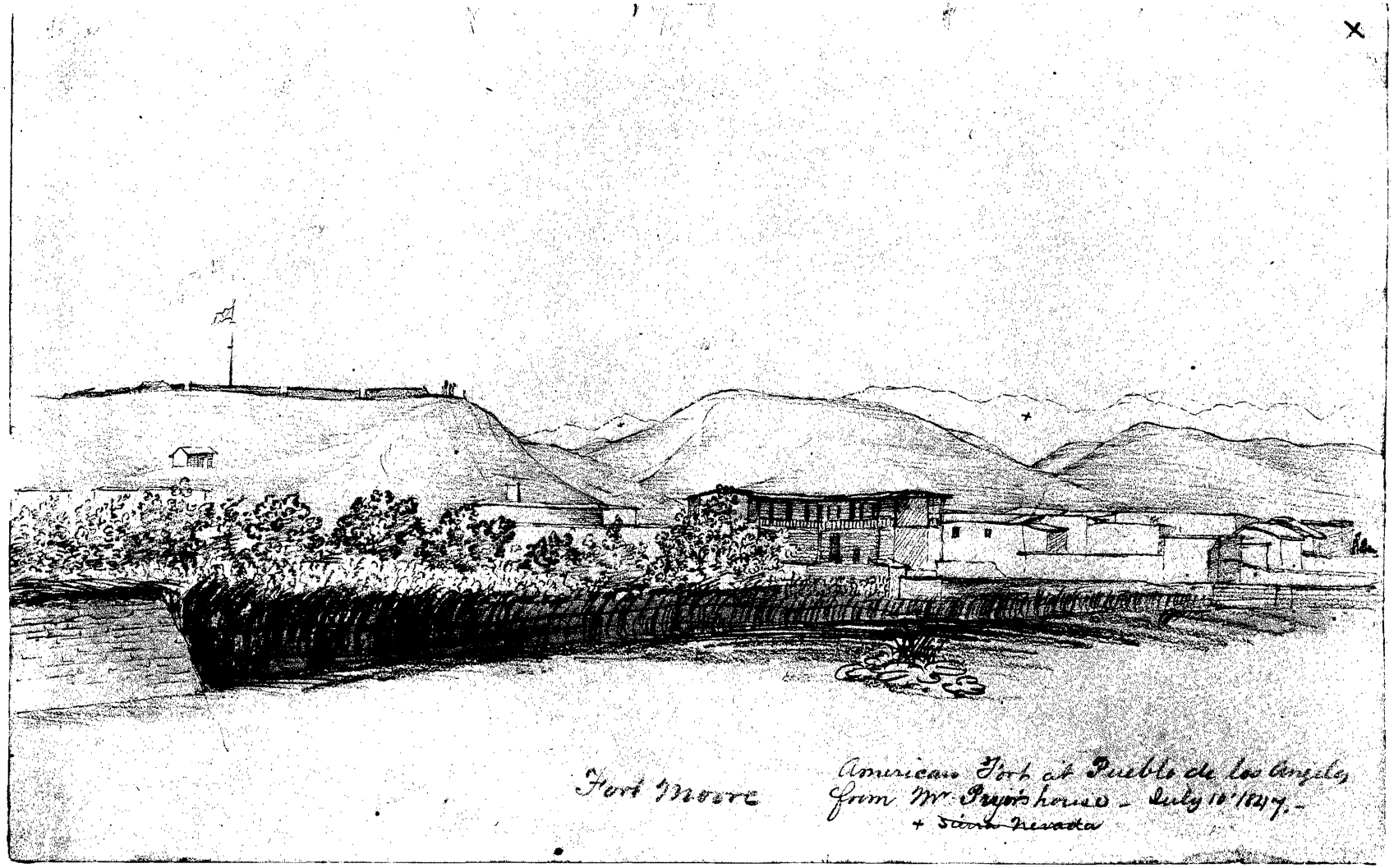


PICO HOUSE

SOURCE: EL PUEBLO GENERAL PLAN
YEAR: 1979
MAP: NOT TO SCALE

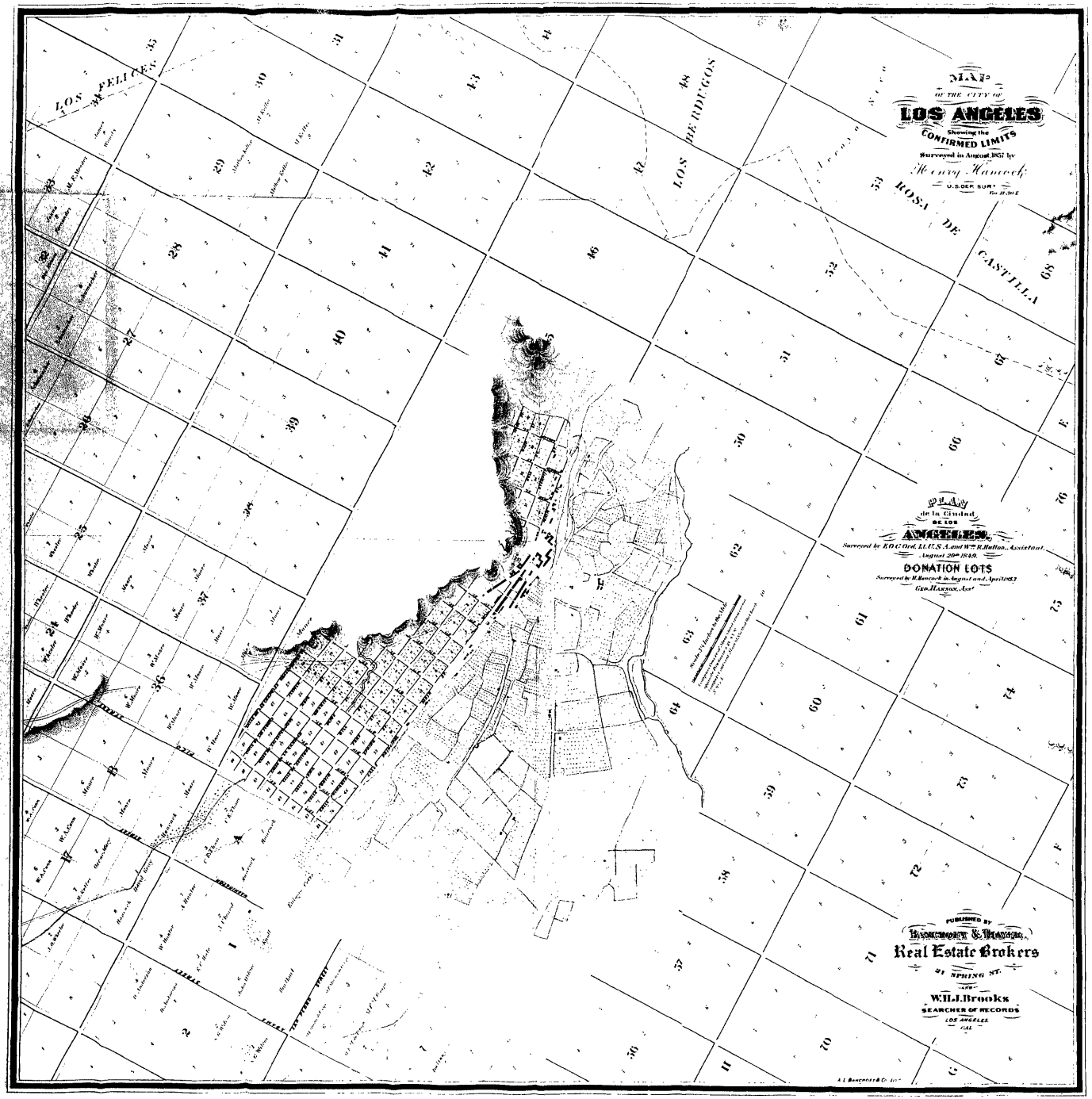
NORTH

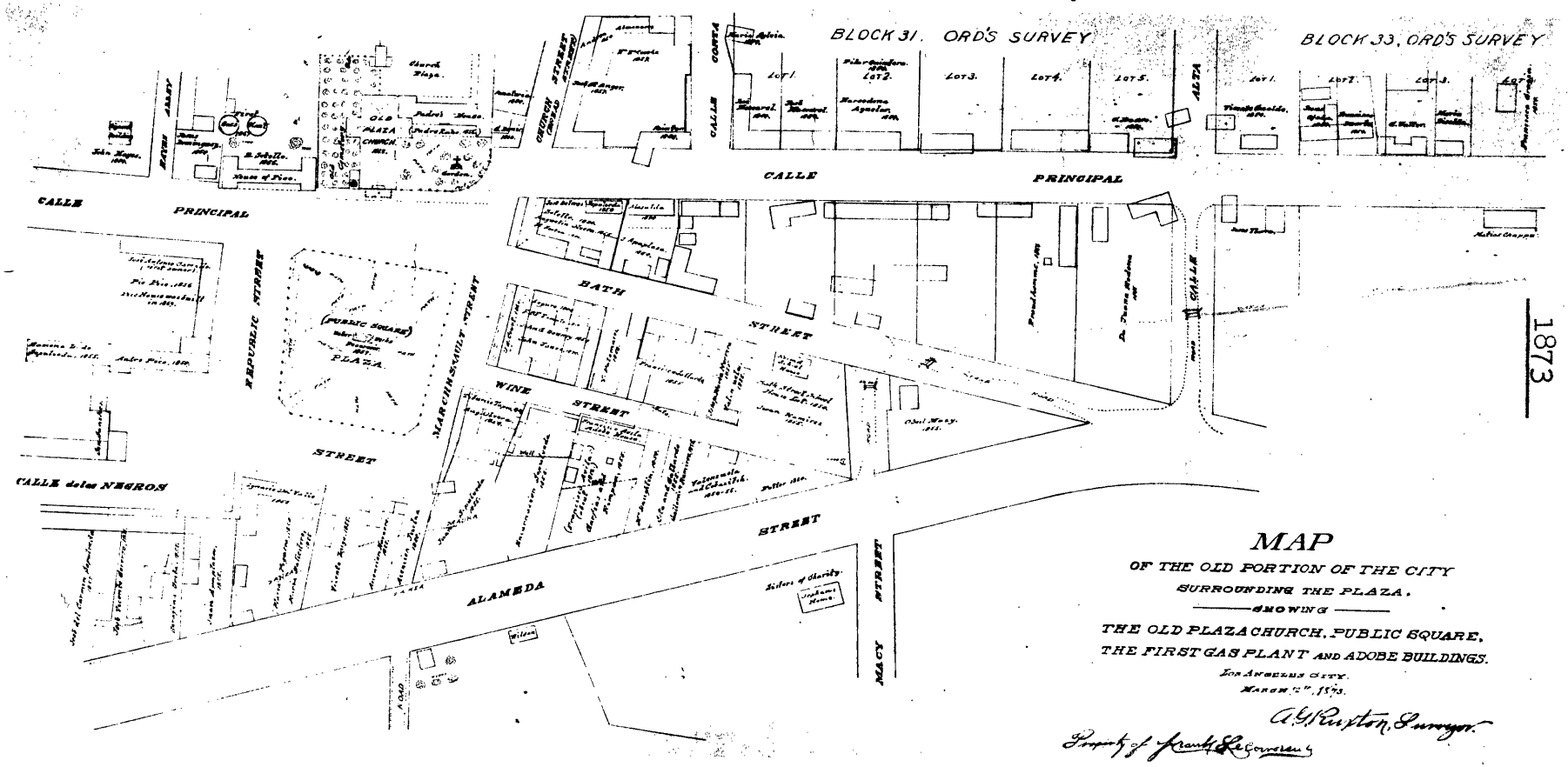


Fort Moore

American Fort at Pueblo de los Angeles
from Mr. Pryor's house - July 10th 1847. -
+ Sierra Nevada

Diseno 1842 Original in National Archives


MAP
OF THE CITY OF
LOS ANGELES
Showing the
CONFIRMED LIMITS
Surveyed in August 1857 by
Henry Hancock
U.S.DEP. SUR.
LOS FELICES
LOS BELIDVGOS
ROSA DE CASTILLA
PLANO
de la Ciudad
DE LOS
ANGELES,
Surveyed by E.O.C Ord, Lt. U.S.A. and Wm R.Hutton, Assistant
August 20th 1849.
DONATION LOTS
Surveyed by H.Hancock in August and April 1853
Geo. Hanson, Asst
PUBLISHED BY
BANCROFT & HAYES,
Real Estate Brokers
21 SPRING ST.
AND
W.H.L.Brooks
SEARCHER OF RECORDS
LOS ANGELES
1876
A.L. Bancroft & Co. 1877



MAP

OF THE OLD PORTION OF THE CITY

SURROUNDING THE PLAZA.

SHOWING

THE OLD PLAZA CHURCH, PUBLIC SQUARE,

THE FIRST GAS PLANT AND ADOBE BUILDINGS.

Los Angeles City.

March 2nd 1873.

A. G. Ruxton, Surveyor.

Property of Francis Le Conniec

1901

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NOTE: Half mile circles are from Plaza. Business center is at Third and Spring Streets.
Tel. James 2761.

DANA BURKS'
MAP OF
LOS ANGELES
ACCOMPANYING THE
LOS ANGELES CITY DIRECTORY
1901
Engraved Expressly for the Los Angeles City Directory Co.
TEL. MAIN 1267. 215-216 BENNE BLK., 122 W. 3rd.

NOTE—The above is map of Downtown and properly placed would join ends and register with upper right hand corner.

STREET GUIDE—FIND THE NAME OF THE STREET WANTED IN THE LIST BELOW AND NOTE THE LETTER AND FIGURE OPPOSITE. THEN DRAW LINES FROM THE CORRESPONDING LETTER AND FIGURE ON THE MARGIN OF THE MAP, AND THE INTERSECTION OF THESE LINES WILL LOCATE THE STREET.
NOTE—INDEX OF PUBLIC BUILDINGS, PARKS AND RAILROAD STATIONS APPEARS AT END OF STREET GUIDE.

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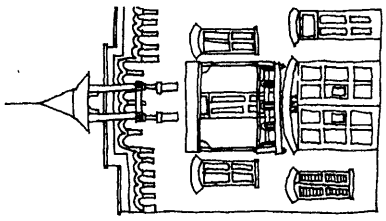
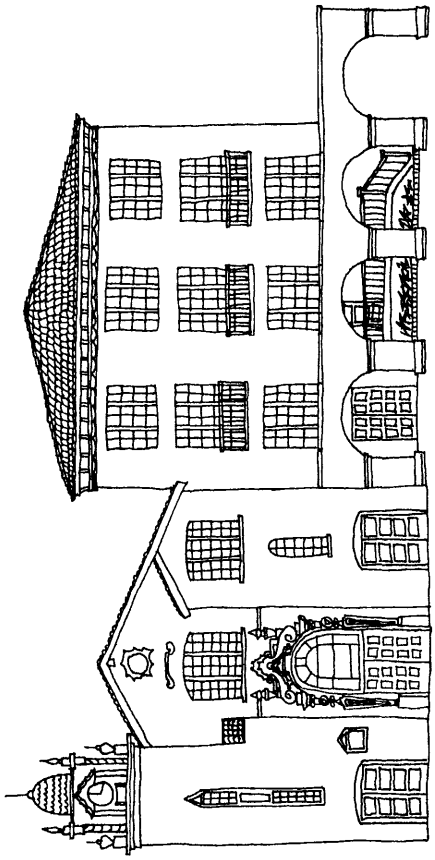
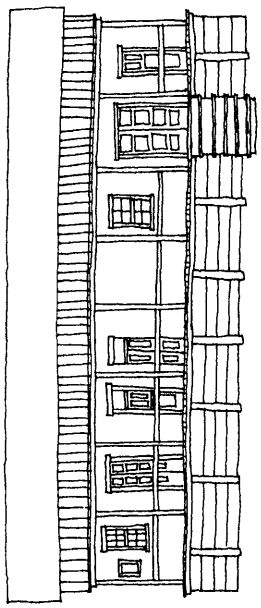
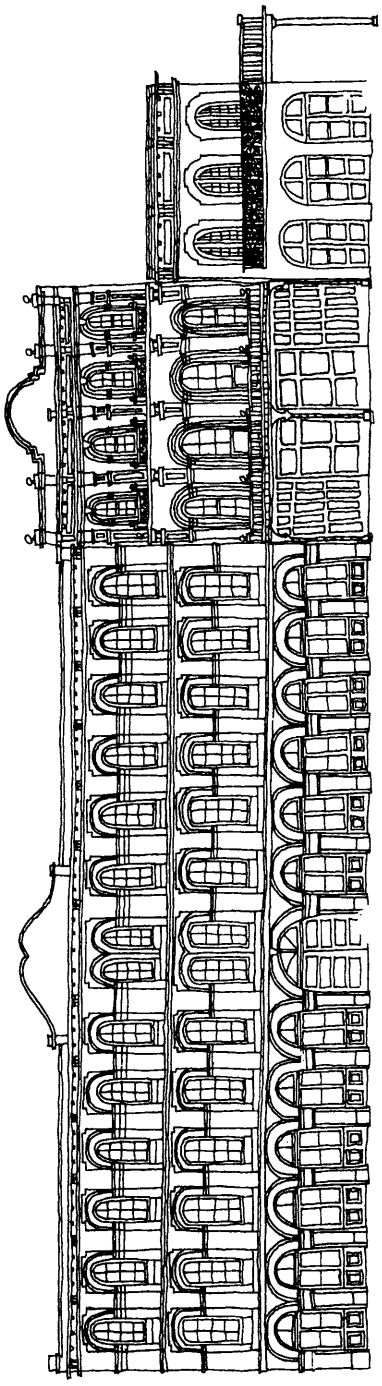
Architectural Design

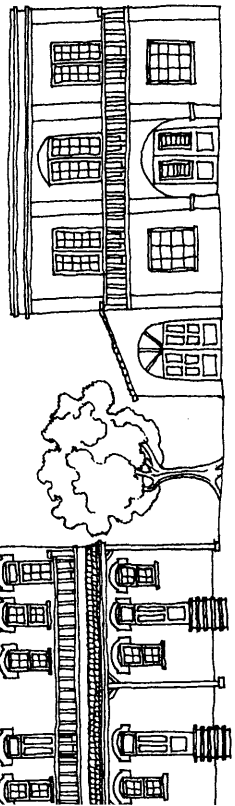
Existing Plaza Structures

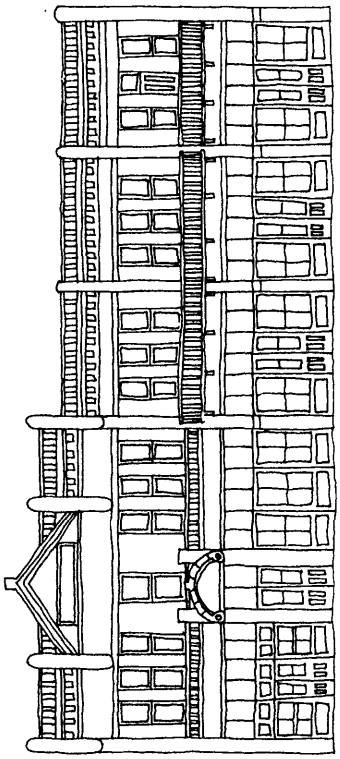


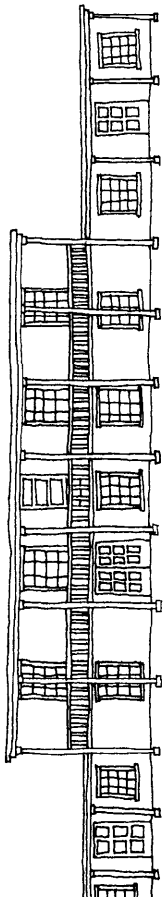


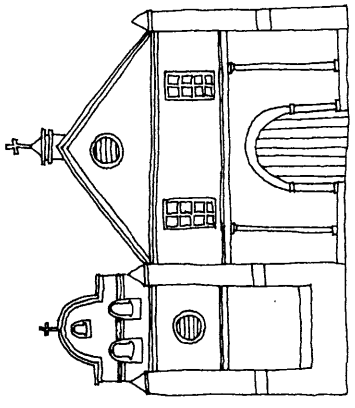












NPS Form 10-900a OMB No. 1024-0018

(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section _____ Page ___

==========

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 72000231 **Date Listed: 06/21/2016**

Los Angeles Plaza Historic District Additional Documentation	Los Angeles	CA
Property Name	County	State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper — Date of Action: 6/21/16

==========

Amended Items in Nomination:

Resource Count:
The revised Resource Count for the entire district should read:
20 contributing buildings (#3,5,6,7,8,9,10,11,13,14,15,16,17,18,21,22,23,24,26,& 27)
2 contributing sites (#1 and 4)
6 non-contributing buildings (#2, 12, 19, 25, 28, & 29)
1 non-noncontributing structure (#20)
29 total resources.
[This corresponds to the information provided in the narrative and the district sketch map.]
[All of the above resources were previously listed as part of the 1972 nomination, except for Buildings #2, Old Plaza Church Rectory and #19, Avila Annex, which were completed after 1972. The previously listed and counted Brunswig Annex was demolished in 2008.]

Acreage:
The original acreage count of 42 acres in the 1972 nomination was incorrect and has been revised to accurately represent the approximately 9.5 acre site identified on the district map.

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

7200 0321

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280
MAY 6 2016
Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: Los Angeles Plaza Historic District (Amendment)
Other names/site number: El Pueblo de Los Angeles State Historic Park District; El Pueblo de Los Angeles; El Pueblo de Los Angeles Historic District
Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing
N/A

2. Location

Street & number: Roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles/N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).
City or town: Los Angeles State: California County: Los Angeles
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide _x_local

Applicable National Register Criteria:

_x_A ___B _x_C ___D

State Historic Preservation Officer 5/3/16	
Signature of certifying official/Title:	**Date**
California Office of Historic Preservation	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	**Date**
Title :	**State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper — 6/21/2016 Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	X
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	
District	X
Site	
Structure	
Object	

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing Noncontributing

21	7	buildings
1		sites
	1	structures
		objects
22	8	Total

Number of contributing resources previously listed in the National Register 15

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/business
COMMERCE/warehouse
RELIGION/religious facility
DOMESTIC/single dwelling
DOMESTIC/hotel
LANDSCAPE/plaza
GOVERNMENT/fire station
FUNERARY/cemetery
RECREATION AND CULTURE/theater
SOCIAL/meeting hall

Current Functions

(Enter categories from instructions.)

COMMERCE/business
COMMERCE/restaurant
COMMERCE/warehouse
RELIGION/religious facility
LANDSCAPE/plaza
FUNERARY/cemetery

7. Description

Architectural Classification
(Enter categories from instructions.)
COLONIAL/Spanish Colonial
LATE VICTORIAN/Stick/Eastlake
LATE VICTORIAN/Italianate
OTHER/Adobe

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Concrete foundations; brick, adobe, wood, and stucco walls; asphalt and terra cotta roofs.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Los Angeles Plaza Historic District encompasses approximately 9.5 acres in downtown Los Angeles, California. The district includes 22 contributing and 8 noncontributing resources, which date from the early 19th century through the early 20th century. It occupies a relatively level portion of land between the Los Angeles River (approximately 0.6 miles to the southeast) and the hilly terrain to the northwest. Centered on an open plaza, the district is roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles and N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).

Located in the historic core of Los Angeles, the district represents a rare, intact, and diverse group of historic/cultural resources that exemplify the founding and early growth of the city. These resources include buildings and sites from the city's Spanish, Mexican, and early American periods, and range from 18th century adobe buildings and large Victorian commercial blocks, to Spanish Revival buildings from the early 20th century.

The district was first listed in the National Register of Historic Places on November 3, 1972. The nomination was subsequently amended on October 29, 1981 to include five additional contributing resources and to provide additional information on two buildings listed in the original nomination.

The National Register nomination for the Los Angeles Plaza Historic District is being updated to fulfill the following objectives:

(1) To reframe the nomination in accordance with current historic preservation standards (in particular, those outlined in *How to Complete the National Register Registration Form*, 1997).

(2) To add, remove, and reclassify contributing resources. A number of resources were previously included within the boundaries of the district but not identified as contributing or non-contributing. These include the Italian Hall, the Plaza Substation, the Simpson-Jones Building, and the Hellman-Quon building, among others.

(3) To include as a contributing element the Plaza Church Cemetery (which at the time of the 1972 and 1981 nominations consisted of a surface parking lot). Partially excavated in 2010/2011, the Plaza Church Cemetery is now covered with a memorial garden with interpretive signage.

(4) Removal of the Brunswig Annex, which was demolished in 2008, from the list of contributors.

Narrative Description

Throughout the Spanish and Mexican periods, the Plaza area was the center of life for the developing pueblo. It was the location of the Plaza Church, its cemetery, and the community's primary water source, the Zanja Madre. In addition, the Plaza area was fashionable for residential construction during the Spanish and Mexican periods and was surrounded by the adobe townhouses of the city's most prominent families, including the Sepulvedas, Olveras, and Lugos. Little immediate change occurred within the Plaza area in the early American period as evidenced by a report from 1860, which described Los Angeles as a group of one-story houses mostly "build [sic] of adobe or some burnt brick with very thick walls and flat roofs" (National Register of Historic Places, 1972).

While the area north of the Plaza retained a characteristically Mexican-colonial character in the following decade, the area to the south began a transformation into a vibrant American city, reflective of the latest trends and styles in architecture. Buildings constructed between the late 1850s and 1870s in the Plaza continue to reflect this era. They consist primarily of brick buildings with Victorian and Italianate designs. Extant examples include the Pico House, Masonic Hall, and Merced Theater. With the arrival of the railroad and subsequent population and construction boom of the 1880s, the rate of this transformation intensified. Many of the flat-roofed adobe buildings of the Spanish and Mexican periods were demolished to make way for more contemporaneously designed buildings, including the Eastlake Sepulveda House and the Richardsonian Romanesque Garnier Block.

A number of smaller brick commercial blocks were developed along Olvera Street during the early 20th century. However, the shift of the central business district southward, as well as the continued outward growth of the city, resulted in the overall deterioration of the Plaza area by the 1920s. By this time, Olvera Street was an unpaved alley used to make deliveries to the rear entrances of the shops fronting Main Street; the Avila Adobe was condemned by the Department of Health, declared unfit for human habitation (Poole and Ball 2002:48).

The state of Olvera Street by this time inspired the efforts of Christine Sterling to preserve and transform the area, in a romanticized transformation of Olvera Street into a Mexican-colonial open-air market, complete with *puestos* (or small street smalls) and a statue commemorating the founding of Los Angeles. This renewed interest in Los Angeles's historic core also resulted in the construction of new buildings such as the Plaza Methodist Church and Biscailuz Building, which were constructed in the Spanish Revival style popular during the 1920s.

Although some buildings have been altered since the 1981 update, the components that define the historic character of the district remain intact and largely unchanged. The district retains integrity and continues to convey the sense of its historic environment dating to the period of significance.

Individual Building Descriptions

The following section draws primarily from the previous nomination forms, noting any changes that have occurred since the district was last amended in 1981.

1. Plaza, North Main Street, circa 1815 – Contributing

Since its early development, the central focus of activity in El Pueblo de Los Angeles was and continues to be the Plaza. The Plaza was laid out at its present-day location between 1825 and 1830 following recurring flooding of the Los Angeles River. By the 1830s, it was a square, open plaza surrounded by the adobe townhouses of prominent settlers. The city's first water storage tank was constructed at the center of the plaza in 1861, where it remained until it was removed in 1871. At that time, the Plaza was reshaped into a circular design, and the central fountain was installed. In 1875, the Plaza was landscaped with orange and cypress trees, and around 1878 the four Moreton Bay fig trees were planted at each side. Paved in cement, the circular Plaza features brick diagonal strips that radiate out from the wrought-iron bandstand at the center, which was installed in 1962. The Plaza is framed around the exterior by low walls of patterned brick that were laid in 1930.

2. Old Plaza Church Rectory, 535 North Main Street, 1983 – Non-Contributing

Located to the north of the Old Plaza Church is the Plaza Church Rectory, an office and pastoral center which was constructed in two phases and completed in 1983. The one- and two-story

building features a clay-tile roof and is connected to the Plaza Church via a walkway at the rear (west), forming a central courtyard to the north of the church. The building replaced an earlier rectory dating to 1913.

In 1981, in preparation of the rectory's construction, the Northridge Archaeological Research Center (NARC) conducted a study of the area north of the church on behalf of the Archdiocese of Los Angeles. The study concluded that the area was likely to contain "intact archaeological foundations, features, and artifacts associated with the Padre's quarters" (Singer et al. 1981:33). The study also raised the possibility that the area contained "part of the old cemetery and the old Church garden compound" as well as "aboriginal materials and features associated with the village of *Yang-na*." NARC conducted test excavations at the site, including 44 test units, over approximately eight months in 1981. Five truckloads of additional site materials were transported to the Andres Pico Adobe, and at least two loads were screened and cataloged (Kealhofer 1991:278–280). If NARC produced a report of their findings, it is not housed at the South Central Coastal Information Center (SCCIC). The team did produce a record for the site, however, which was given the designation CA-LAN-1112H. The record (NARC 1981) indicates that no human remains had been identified in the excavations as of July 3, 1981.

The results of the NARC excavations were presented in a dissertation prepared by Kealhofer (1991), along with detailed analyses of recovered ceramic artifacts, particularly native-made Mission ware, and faunal bone, particularly cattle. Kealhofer describes a 7-m diameter, Spanish Colonial period trash pit that was once located in the backyard of one of the original plaza house lots, possibly that owned by Pablo Rodriguez from 1781 to 1796. The pit appears to have contained materials from multiple households, however, and it may have been used until the construction of the church in 1818. The excavation revealed several additional features, including the cobble foundations of the original padre's house, as well as later deposits dating through the 1860s, and to a lesser extent, the 1920s. While this evidence suggests the archaeological site may have the potential to yield information, without additional documentation to identify its current integrity, it is not possible to include it as a contributing resource at this time.

3. Old Plaza Church, 535 North Main Street, 1822 – Contributing

The Old Plaza Church is located along North Main Street immediately northwest of the Plaza. Also known as *Iglesia de Nuestra Señora la Reina de Los Angeles*, or affectionately as *La Placita*, the church was constructed between 1815 and 1822 and is the oldest church in Los Angeles. As originally constructed by Native American laborers, the building was much smaller and capped with a flat brea roof, which was later replaced by wood, and more recently by pitched clay tile. The transepts were most likely constructed during the 1840s; after the primary (east) façade collapsed in 1861 due to heavy rains, it was replaced by the present stucco-covered brick façade. The façade features a wide triangular pediment flanked by pointed buttresses, which is different than an earlier curved gable and double doors that were situated under an arched opening. A Victorian-style bell corner on the southern corner of the façade, also flanked by pointed buttresses, was added in 1869. In 1913, the church was enlarged by expanding the

sanctuary and west end to the building. Finally in 1965, a new church was added at the northwestern end to accommodate the growing congregation. The original church currently serves as a chapel.

4. Plaza Church Cemetery, North Main Street, 1822 – Contributing

The Los Angeles Plaza Church Cemetery, in use between 1823 and 1844, included burial areas north, south, and possibly east of the Old Plaza Church. The southern area, described here, is located on an approximately 0.36-acre lot situated between the Old Plaza Church to the northeast and the Plaza House to the southwest. The cemetery is presently landscaped as a memorial garden and enclosed by a decorative fence. Following the opening of the nearby Calvary Cemetery in 1844, the grave markers at the Plaza Church Cemetery were removed and an orange grove was planted on the site. The land was leased by the Church sometime around 1900, and by 1905 a small commercial building fronting North Main Street was constructed on the site. Following the purchase of the land by the County of Los Angeles in 1950, the building was demolished and the site was paved to develop a parking lot, which remained in place until its removal in 2001. The site was landscaped with grass and enclosed with a fence until 2010 when construction activities for the LA Plaza de Cultura y Artes project resulted in the discovery of historic graves and a subsequent archaeological excavation of the cemetery.

A total of 106 burial features, along with associated artifacts, were identified as a result of the osteological and archaeological analysis of materials recovered from the site during the 2010-2011 excavation efforts (Dietler et al. 2012), and the site was given the designation CA-LAN-4218H. A minimum number of individuals (MNI) of 130 was calculated as result of analysis; however, burial journal records indicate that a total of 693 individuals were interred at the cemetery between 1823 and 1844 (Huntington Library 2006). Burial records of the Plaza Cemetery indicate that Hispanic, Native American, and individuals of varied heritage were buried in the cemetery. The site was found to be previously disturbed, as evidenced by extremely fragile and often commingled skeletal remains and poor artifact condition. Nevertheless, many graves were substantially intact at the time of excavation, including associations between human remains and funerary artifacts.

5. Plaza House/Garnier Block, 507-511 North Main Street, 1883 – Contributing

Constructed in 1883 by early Los Angeles developer Phillipe Garnier, the Plaza House is located southwest of the Plaza Church Cemetery on North Main Street. The two-story brick building was designed by the pioneering Los Angeles architecture firm of Kysor and Morgan, consisting of Ezra F. Kysor and Octavius Weller Morgan Sr. A native of New York, Kysor was one of Los Angeles's earliest and most prolific architects in the final quarter of the nineteenth century. Kysor's early commissions included the Pico House and Merced Theater (described below) and the Saint Vibiana Cathedral. With its Italianate stylistic detailing, the building initially housed commercial space on the ground floor and a hotel on the second floor. Following an earthquake in 1971, much of the original ornamentation on the primary (east) façade was removed for fear

of seismic hazard. Recently, however, the exterior of the building was rehabilitated with the reconstruction of many of the building's original decorative elements, including the bracketed cornice, dentils, and paneled frieze, as well as the detailed central triangular pediment. This work was completed as part of the building's adaptive reuse by the County of Los Angeles for the LA Plaza de Cultura y Artes center.

6. Vickrey-Brunswig Building, 501 North Main Street, 1888 – Contributing

Adjacent to the Plaza House on the corner of Republic Street and North Main Street, the Vickrey-Brunswig Building was one of the city's first five-story buildings. Commissioned by Indiana native and investor William Vickrey at the height of the 1880s building boom, the Vickrey-Brunswig Building originally served as ground-floor retail space with lodging in the upper floors. The building was designed by pioneering Los Angeles architect Robert Brown Young, principal of R.B. Young & Son, in a transitional Victorian-Italianate style. After Vickrey declared bankruptcy with the collapse of the 1880's boom, the building was purchased by Frederick W. Braun in 1897. Braun, along with his partner Lucien Napoleon Brunswig, established one of Los Angeles's earliest pharmacies and drug stores in the building. In 1907, Brunswig purchased from Braun his interests in the company, which was renamed the Brunswig Drug Company. As with the Plaza House, much of the Vickrey-Brunswig Building's original ornamentation was removed following the 1971 Sylmar earthquake. As part of its adaptive reuse for the LA Plaza Cultura y Artes center, the exterior of the building was rehabilitated and many of the original features were repaired and restored; this included the reconstruction of the bracketed cornice, decorative paneled frieze, dentils, and roof cresting. Additionally, the centrally located triangular pediments were reconstructed, presently featuring the name of the building's last occupants during the period of significance.

7. Pico House, 424 North Main Street, 1869-70 – Contributing

The Pico House, located at the corner of North Main Street and the southwest edge of the Plaza, is a three-story stone and brick hotel built in 1869-70 by Pio Pico, the last Mexican governor of Alta California. The 82-bedroom Pico House was the first three-story building in Los Angeles, and at the time of construction, was considered the finest hotel in southern California. The hotel office, a lobby, two dining rooms, and two stores occupied the ground floor, and suites and a public parlor filled the second floor. Only sleeping rooms were contained on the third. The building also includes two interior courts. The Italianate building was designed by pioneering Los Angeles architect Ezra F. Kysor. The stucco-clad exteriors fronting North Main Street and the Plaza were painted to look like blue granite, with segmental-arched windows used to give the façade an arcade effect. A belt course encircles the building at the second- and third-floor sill levels. Marking the roof line and spanning the façade is a projecting cornice, accented with dentils and brackets, and a paneled frieze beneath. Shaped parapets contain the building's name over the central bays.

8. Merced Theater, 420 North Main Street, 1870 – Contributing

Abutting the southwest end of the Pico House, the Merced Theater was constructed by William Abbot in 1870 and was the first building constructed in Los Angeles specifically for the presentation of dramatic performances (Poole and Ball 2002:103). Like the Pico House, the Merced was designed by architect Ezra F. Kysor in an ornate Italianate style, with gold painted finials on the roof and balconies, and arched windows deeply set along the façade. Marking the roof of the building is a prominent decorative cornice, which spans the façade and is accented beneath by a course of dentils and a paneled frieze. A curved, partial parapet caps the building. The ground floor, which has housed a saloon, a church, and an armory for the Los Angeles Guard, features a recessed entrance with multi-paned windows. In 1960, the basement was connected to the Garnier Building basement under Sanchez Street.

9. Masonic Hall, 416 North Main Street, 1858 – Contributing

The Masonic Hall is a two-story brick building located on the northeast corner of North Main Street and Arcadia Street. Constructed in 1858, the building was designed by William Perry and James Brady for Los Angeles Lodge No. 42 A & FM (Accepted and Free Masons), and was the first specifically-built lodge meeting hall in Los Angeles. The lodge occupied the second story until 1868, and the ground floor was used for storage and commercial purposes. In the 1870s, the primary (northwest) façade was altered to conform more closely to the Pico House and Merced Theater through the addition of the second floor balcony and the addition of stucco sheathing. The first floor features three pairs of glass- and wood-paneled doors placed under segmental-arched transoms. An elaborate cornice, accented with brackets, dentils, and a paneled frieze, spans the edge of the flat roof. The building was saved from demolition for freeway construction in 1953 when the Los Angeles Masonic community campaigned for its preservation. Restored by the State of California in 1960-62, the building was rededicated as a Masonic Hall in 1962.

10. Garnier Building, 419 North Los Angeles Street, 1890 – Contributing

Located on the northwest corner of Arcadia Street and North Los Angeles Street, the Garnier Building was constructed by early Los Angeles developer Philippe Garnier in 1890 specifically to be used by Chinese renters. The two-story brick and sandstone building was designed by Abraham M. Edelman in a Richardsonian Romanesque style, characterized by rounded stone corbel posts. Garnier only constructed the exterior walls of the building, with Chinese lessees completing the interior walls. Until the State of California acquired the building in the late 1940s, the building acted as the unofficial "City Hall" for the Chinese-American population in Los Angeles. With much of San Francisco's original Chinatown destroyed during the 1906 earthquake and subsequent fires, it stands as one of the oldest surviving Chinese-American-related buildings in a California metropolitan area (Poole and Ball 2002:104). While the two southwest bays were demolished for construction of U.S. Route 101 in 1953, the remaining original portion of the building retains integrity and is currently occupied by the Chinese American Museum.

11. Sanchez Building, 425 North Los Angeles Street, 1898 – Contributing

The Sanchez Building is a narrow 3-bay, 2-story brick building located to the south of the Turner Building. Constructed in 1898, it was primarily used by Chinese Americans for commercial and residential purposes. Brick segmental arches head the first-floor wood- and glass-paneled doors with transoms. The 1-over-1 wood sash windows on the second story have brick labels with corbel stops; decorative brickwork runs along the flat roofline. Like the Garnier Building, the Sanchez Building is currently occupied by the Chinese American Museum.

12. Turner Building, 430 Sanchez Street, 1960 – Non-Contributing

The Turner Building adjoins the Sanchez Building to the southwest and the Hellman-Quon Building to the northeast. Constructed in 1960, it is a one-story brick building designed to complement the neighboring buildings.

13. Hellman-Quon Building, 130-132 Paseo de la Plaza, 1900 – Contributing

Constructed in 1900 by Isias Hellman, the Hellman-Quon Building is a one-story brick building fronting on the Plaza. It was long rented by Quon How Shing, who purchased the building in 1920 and owned it until 1954 when the State of California acquired it. The building features rectangular multi-paned windows set under segmental arched and rectangular heads, and brick corbelling, which runs along the flat roof line. Partially rehabilitated, the building is currently used for exhibitions, meetings, and education workshops.

14. Plaza Firehouse, 134 Paseo de la Plaza, 1884 – Contributing

The Plaza Firehouse is a 2-story brick building located on the corner of Paseo de la Plaza and Los Angeles Street. Constructed in 1884, it was the first structure in Los Angeles designed specifically for firefighting equipment and crews, serving in this capacity until 1897. It was converted to other uses following its use as a fire station, such as sleeping rooms on the second floor and a restaurant and saloon on the ground floor. The building features a corbel table that decorates a low stepped parapet and plain brick segmental-arched window heads and 2-over-3 wood sash windows. Above the wide-paneled wood station doors is a frame balcony with a shed roof. The building was completely restored, which included the reconstruction of a cast dome for the fire alarm, and currently operates as a museum that displays firefighting equipment dating to the late nineteenth and early twentieth centuries.

15. Biscailuz Building, 125 Paseo de la Plaza, 1926 –Contributing

Adjoining the Plaza Methodist Church to the southeast is the Plaza Community Center (Biscailuz Building) which was constructed in 1926 as the United Methodist Church Conference Headquarters. The present appearance of the four-story masonry building is largely the result of exterior alterations completed during the 1960s that were designed to give the building a more Spanish style appearance. These include the addition of a tiled hipped roof to the previously flat

roof of the main block, the combination of original three-bay window groupings to create single windows, and the alteration of the original segmentally arched arcade-like entry, which now features a continuous arcade with round arches that extends around the east side of the building. The lower southeast wall of the building features a mural from 1978 by Los Angeles Artist entitled "The Blessing of the Animals," which depicts a traditional ceremony that takes place within the Plaza Area every year on the Saturday before Easter.

The 1981 nomination amendment was prepared in part to include the Biscailuz Building as a contributing building within the Los Angeles Plaza Historic District. As discussed in 1981, the building is visually linked to the district and contributes to the overall historical character of the area. While altered, the building conforms to the general height and scale of the district and remains in its original location.

16. Plaza Methodist Church, 115 Paseo de la Plaza, 1926 – Contributing

The Plaza Methodist Church is located at the intersection of Olvera Street and Marchesseault Street, immediately adjacent to the Plaza Community Center (Biscailuz Building). Constructed in 1926, the three-story building was designed in a Spanish Churrigueresque style by the architecture firm of Train and Williams, established by Robert Farquhar Train and Robert Edmund Williams.

The building features sculptural ornamentation and a Moorish dome of yellow and green tile with a garlanded finial at each corner. Entrance to the building is a granted through a full-story paneled wood door, which is topped by an elaborate leaded-glass window and a large trefoil surround. The decorative detailing of the door surrounds is elaborate and the focal point of the design. While the building maintains its integrity on the exterior, the interior was significantly altered in the 1960s, including the removal of architectural detailing and the elevation of the altar onto a large platform.

17. Plaza Substation, 611 North Los Angeles Street, 1903-04 – Contributing

The Plaza Substation is located along the east side of Olvera Street and was constructed in 1903-04 as the first and largest of fourteen substations built to supply electrical power for the Los Angeles Railway Company. Because of the sloping terrain of its site, the brick masonry building is three stories on its Olvera Street elevation (on the northwest) and four stories on its southeast elevation.

Divided into five bays by buttresses, the façade features brick pilasters and a roof supported by elaborate wooden trusses. Rectangular wood-framed windows are set into segmental-arch surrounds, with two banks of clerestory windows. The building's ornamental stepped parapet was removed after the 1971 Sylmar earthquake but restored in 1989-90. In 1978, the Plaza Substation was individually listed in the National Register of Historic Places for its association with the transportation of history of Los Angeles.

18. Avila Adobe, 10 East Olvera Street, 1818 – Contributing

Located to the north of the Plaza Substation is the Avila Adobe, which was constructed by Don Francisco Avila in 1818. The one-story adobe building is the oldest existing residence in Los Angeles. At the time of its construction, it featured three-foot thick adobe walls, packed earth floors, and a flat roof sheathed with a mixture of tar, rocks, and horse hair. Wood floors, doors, and window frames were later additions, as was the full-width planked veranda and steps fronting Olvera Street. In 1868 the Avila family vacated the house; in subsequent decades, it was used as a boarding house and eventually an Italian restaurant and hotel. When it was threatened with demolition in the 1920s, Christine Sterling was inspired to restore the building and eventually transform the rest of Olvera Street. It was donated to the State of California when the Plaza area became a state park in 1953 and subsequently has operated as a historic house museum.

19. Avila Annex, 10 East Olvera Street, 1974 – Non-Contributing

The Avila Annex is a one-story, L-shaped building located in the rear (southeast) patio of the Avila Adobe. The building was constructed in 1974 and currently houses park staff offices and restrooms.

20. Zanja Madre, Olvera Street, ca. 1781 – Non-Contributing

Known to be located underneath Olvera Street is a segment of the Zanja Madre, or mother ditch, which is an early water conveyance system initially built in 1781 to divert water from the Los Angeles River to the newly established Pueblo. Originally an open earth ditch, this segment of the zanja was encased by a conduit brick masonry pipe between 1884 and 1888 (Hall 1888).

Numerous historical maps and accounts indicate that the zanja traveled southwest from the river between present-day North Broadway and North Alameda Street to the approximate intersection of West Cesar Chavez Avenue and North Main Street (Ord 1849; Kellehrer 1875; Ruxton 1873). From that point, the zanja traveled south across Olvera Street to the junction of North Alameda Street and North Los Angeles Street and then continued to the southwest, eventually branching into several numbered zanjas.

An archaeological excavation undertaken in 1978 identified a portion of the brick-lined Zanja Madre that appeared to exit from the Avila Adobe property, indicating the alignment depicted in historical maps is indeed correct (Costello and Wilcoxon 1978). While this evidence leaves little doubt that segments of the zanja traverse the boundaries of the district, without additional documentation to identify the resource and its current integrity, it is not possible to include it as a contributing resource at this time.

21. The Winery, 11 East Olvera Street/845 North Alameda Street, 1870-1914 – Contributing

Located at the northeast end of Olvera Street, the one-story Winery building was constructed in stages between 1870 and 1914. The polygonal brick building was one of several wineries operated by Italian-Americans living in the pueblo area in the late nineteenth and early twentieth centuries. Presently the building (which was subdivided in 1930) functions as exhibit space, shops, and offices; as well as a restaurant, which is located within the portion fronting Olvera Street.

22. Italian Hall, 644-650 North Main Street, 1907-08 – Contributing

The Italian Hall is a two-story masonry building located at the northernmost end of Olvera Street. Built in 1907-08, the building was the social center for the town's Italian community and used for banquets, weddings and dances. Developer Marie Hammel chose architect Julius W. Krause to design the building, which features yellow-colored brick on the northwest and northeast elevations and unpainted brick on the elevation facing Olvera Street. Sash windows are placed within rectangular and segmental arched openings, and the primary entrance on North Main Street is located under a wrought iron balcony. After shops opened on Olvera Street in 1930, the Italian-American groups began moved towards larger quarters. Current plans call for the upper floor to house a museum on the history of Italian immigrants in Los Angeles.

On the second-story southwestern elevation is the 18 x 80-foot mural, *America Tropical*. The mural was painted by the prominent Mexican artist and activist David Alfaro Siqueiros and is his only surviving public mural in the United States (Poole and Ball 2002:90). When it was completed in 1932, *America Tropical* provoked controversy due to its content, which depicts a Mexican Indian crucified on a double cross beneath an American eagle, with two sharpshooters taking aim at the eagle from a nearby rooftop. Negative reaction to the mural resulted in the mural being partially covered with white paint within a year, and completely covered by the end of the decade. Early conservation efforts began in the 1970s, with substantial steps not occurring until the late 1980s. Over the following two decades, additional research, fundraising, and conservation efforts were carried out, and in 2012 the mural was reopened with a protective shelter and viewing platform, and an interpretative center in the Sepulveda House.

23. Hammel Building, 634-642 North Main Street, 1909 – Contributing

Adjoining the Italian Hall to the northeast and the Pelanconi House and Warehouse to the southwest, the Hammel Building is a one-story brick building constructed in 1909 by developer Marie Hammel. The building features a flat roof, trimmed with a continuous cornice lined with dentils and four storefront openings along its northwest elevation. As originally built, the building housed four light-industrial shops and a partial basement/storage area along Olvera Street. In the 1930s, staircases were added to the southeast elevation to provide access to the building from Olvera Street, and small basements were excavated in the 1940s to provide additional commercial space. A large canopy was constructed on the north end of the building in 2012 to protect the *America Tropical* mural, which is painted on the exposed second story, south

wall of the adjacent Italian Hall. The protective shelter consists of a wrapped steel-framed canopy and free-standing, angled side panels on the North Main Street and Olvera Street elevations. While this structure is a highly visible addition to the Hammel Building, it is reversible and its design and materials are clearly differentiated from the original building; this alteration therefore has not compromised the building's integrity and ability to convey its period of significance.

24. Pelanconi House, 17 West Olvera Street, circa 1852-57; Pelanconi Warehouse, 630-632½ North Main Street, 1910 – Contributing

The Pelanconi House and Warehouse are located along the west side of Olvera Street between the Hammel Building to the northeast and the Gibbs Brothers Electric Company Building to the southwest. Constructed circa 1852-57, the small 2-story building is one of the first brick buildings in Los Angeles, and the oldest surviving example. The ground floor, or exposed basement, initially housed a wine cellar, and living quarters were located above. The house was built by Giuseppi Covaccichi and purchased by Antonio Pelanconi in 1871, who used the first floor store wine from his winery across the street. Fronting North Main Street, the Pelanconi Warehouse, a brick masonry building, was constructed by the Pelanconis in 1910. The warehouse was connected to the residence in 1930 through the removal of the adjoining wall when La Golondrina Mexican restaurant moved into the ground-floor of the building, which continues to occupy this space.

25. Gibbs Brothers Electric Company, 626 North Main Street, 1919 – Non-Contributing

Constructed in 1919, the Gibbs Brothers Electric Company is a small, one-story brick masonry building sheathed in stucco. It is located between the Pelanconi House and Warehouse to the northeast and the Sepulveda House to the southwest. The building has been significantly altered since its construction, including the installation of modern storefront windows on the primary (northwest) façade, which were in place by 1990. Additional work was performed in support of the development of the *America Tropical* Interpretive Center in 2012, which encompasses the Gibbs Brothers Electric Company Building and the adjacent Sepulveda House. These two buildings were connected through the partial removal of their adjoining interior wall. Additionally, a large double door was installed at the rear (southeast) of the building and a viewing platform was constructed on top of the building.

26. Sepulveda House, 622-624 North Main Street, 1887 – Contributing

The Sepulveda House is a two-story brick building fronting North Main Street. The building was constructed in 1887 by Eloisa Martinez de Sepulveda for commercial-residential use. Designed by architects George F. Costerisan and William O. Merithew, the building displays features of the Eastlake architectural style, an idiom that is not commonly seen in Los Angeles. The Sepulveda House represents the city's transformation from its early Mexican traditions. Architectural details characteristic of this style include two prominent bay windows situated over two individual storefronts, as well as a mansard roof, bracketed cornices, and wrought-iron

cresting. The Sepulveda House included twenty-two rooms when constructed, with a central breezeway running the width of the building. Possibly used as a bordello in the early twentieth century, it operated as USO canteen during World War II and currently houses the *America Tropical* Interpretive Center.

27. Machine Shop, 10 West Olvera Street, 1910 – Contributing

Located south of the Sepulveda House, the Machine Shop is a narrow one-story brick masonry building constructed in 1910. It has rectangular window surrounds and a flat roof, with a parapet marking the the Olvera Street (southeast) elevation. Originally constructed as a machine shop, the building was used for light industrial functions such as tinsmithing, electroplating, metal patterning, and machining. Two of the three arched openings on the Main Street (northwest) elevation have been in-filled with stucco. The central arch features vertical wood plank double doors with wrought-iron boards. With the transformation of Olvera Street in the 1930s, the primary entrance was shifted to Olvera Street and adapted for use as the Leo Carillo Theatre. Presently, it functions as one of the many commercial spaces along Olvera Street.

28. Jones Building, 608-618 North Main Street, circa 1888 – Non-Contributing

Constructed in circa 1888, the Jones Building is a one-story brick masonry building that originally faced North Main Street (eastern elevation). As built, the flat-roofed building was divided into five individual spaces containing industrial uses, such as plumbing and tin shops, harness and leather shops, and blacksmith shops. Following the transformation of Olvera Street, the primary entrances of the building were reversed to face Olvera Street.

29. Jones-Simpson Building, 103 Paseo de la Plaza, 1894 – Non-Contributing

Located at the southwestern end of Olvera Street, the Jones-Simpson Building was constructed in 1894 for use as a machine shop. The one-and-one-half story brick building features a parapet facing the Plaza that is accented with decorative brick corbelling. In 1960, it was significantly altered through the creation of large-arched windows on the northwest and southeast elevations. In the late 1960s, La Luz del Día Restaurant moved into the building and added a patio area to the southern end of the southwest elevation with a wrought-iron railing and a tiled roof.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Exploration/Settlement
Community Planning/Development
Architecture

Period of Significance
1818-1932

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Kysor, Ezra F.
Costerisan, George F.
Merithew, William O.
Edelman, Abraham M.
Morgan, Octavius
Young, Robert Brown

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

As listed on the National Register of Historic Places in 1972, the Los Angeles Plaza Historic District is significant as "the living composite story of Los Angeles from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation's largest city on the Pacific basin." A 1981 amendment to the nomination form added five additional buildings, which reflected the "Americanization" of Los Angeles and the "strong involvement of French and French Canadian settlers in this predominantly Hispanic town of the 1870's and 1880's." Although the 1972 nomination and the 1981 amendment discuss the historical significance of the district, they do so in general terms and do not identify applicable criteria or areas of significance. The current amendment incorporates previous documentation with new information to clearly define the district's significance in a manner consistent with present-day preservation standards.

The Los Angeles Plaza Historic District is significant under National Register Criteria A and C for its historical and architectural contributions to the founding and evolution of the original City of Los Angeles. With a period of significance from 1818 to 1932, the Los Angeles Plaza Historic District qualifies under Criterion A as the only remaining resource in Los Angeles that embodies the city's transition from a colonial outpost in the early 19th century to a prosperous, increasingly commercialized/industrialized American metropolis in the early 20th century. The district reflects associations with important events in the areas of exploration/settlement and community planning/development. Buildings within the district document the city's beginnings as a Spanish Pueblo, its growth into the social and financial center of southern California during the Mexican period, and its eventual transformation into a modern American city.

The Los Angeles Plaza Historic District is also significant under Criterion C in the area of architecture. Historically significant buildings in the district embody the distinctive characteristics of a type, period, and/or method of construction, ranging in date from 1818 to the 1920s and including Colonial-era adobe, Italianate and Victorian-era commercial buildings, and Spanish Revival styles.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The founding of Los Angeles dates to 1781, when 44 *pobladores* from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site alongside the Rio de Porciúncula (later renamed the Los Angeles River; Robinson 1979:238; Ríos-Bustamante 1992). They founded a pueblo called La Reyna de los Angeles, or the town of the Queen of the Angels (Treutlein 2004; contrary to Weber 1980). As a planned pueblo (one of only three in California), four square leagues (about 75 square km, 28 square miles) of land were set aside for the settlement, and included 12 house lots surrounding a common square, or plaza, and 36 fields laid out south of the plaza (Gumprecht 1999; Robinson 1979). The area's rich, well-watered soils created an ideal locale for a town meant to supply livestock and feed to the presidios of San Diego and Santa Barbara, and to serve as a home for retired Spanish soldiers. Initial development of the pueblo also included the construction of an extensive water management system. Water was diverted from the Los Angeles River into a ditch named the Zanja Madre (mother ditch), which in turn fed numerous smaller zanjas, providing water for agricultural and domestic purposes (Newmark 1977). By 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased (Gumprecht 1999).

Following continued flooding of the Rio de Porciúncula, the plaza was relocated to its current location on higher ground in 1818. The newly developed Plaza was the center of the growing community and "became a fashionable area for residential construction; the Carrillos, Sepulvedas, Lugos, Olveras, and other leaders of the community having built their homes there" (National Register of Historic Places:8-3). One of the earliest residences along the Plaza was the Avila Adobe, which was completed in 1818 for the wealthy cattle rancher Francisco Avila using

adobe bricks and traditional construction techniques. That same year, construction began on a new church, located adjacent to the Plaza. Due to funding issues, however, the Plaza Church would not be completed for several years. Following the church's dedication on December 8, 1822, land to the north and south was consecrated as a Catholic cemetery (de Packman 1944:65; Owen 1960:17) and the first recorded burial occurred on January 6, 1823 (Huntington Library 2006). Prior to this, the pueblo's residents were forced to transport their deceased 9 miles to Mission San Gabriel to receive a Catholic burial.

Meanwhile, Alta California became a state following Mexico's independence from Spain in 1821. In an effort to attract settlers to the region, the Mexican government awarded approximately eight hundred land grants, many of which were developed into cattle ranches, or *ranchos*. A vibrant cattle industry quickly developed, and Los Angeles (and more specifically the Plaza) became the unquestionable center of social, political, and economic activity in southern California (Estrada 2008:48). Roads across the region led to the Plaza, where wealthy *rancheros* came to sell cattle, and attend mass, fiestas, and other social activities (Poole and Ball 2002:15).The Mexican Congress eventually elevated Los Angeles from pueblo to city status in 1835 and declared it the state capital of Alta California (Bancroft 1886; Robinson 1979). The Los Angeles *ayuntamiento*, or city council, had the pueblo's buildings repaired and whitewashed in honor of the occasion to "show its cleanliness, magnificence, and brilliance in such a manner that the traveler who visits us may say, 'I have seen the City of the Angeles'" (Robinson 1979:37).

Under Mexican rule, the population of the Los Angeles nearly doubled, rising from 650 to 1,250 between 1822 and 1845 (Weber 1992). While the majority of the city's new residents were citizens arriving from other parts of Mexico, Los Angeles' agricultural potential also began to attract a growing number of French, Italians, and Americans. Other new arrivals included Native Americans from the surrounding region, who were drawn to Los Angeles following the secularization of the missions in the mid-1830s. Although they enjoyed greater freedoms than they had under the Franciscan padres, their existence continued to be difficult and many were relegated to performing work similar to what they had done at the missions (Poole and Ball 2002:15). As the city and its population grew, agricultural interests were gradually supplanted by more urban industries, with about a third of Los Angeles residents supporting themselves with non-agricultural pursuits by 1836 (Weber 1992).

Two years after the Mexican-American War and five months prior to California earning statehood, the City of Los Angeles was formally incorporated into the United States on April 4, 1850. The transfer to American governance had little immediate effect on Los Angeles; however, the aftereffects of the 1848 northern California Gold Rush gradually brought changes to the social, cultural, and physical makeup of Los Angeles. Economically, the Gold Rush brought new prosperity as the northern demand for beef replaced the earlier hide-and-tallow trade. Socially, the population of Los Angeles further changed following the arrival of miners from the north, including failed Anglo miners and Chinese miners fleeing racial violence. Other new residents included prospectors heading north from Sonora, Mexico, many of whom stopped in Los

Angeles and never left. So many settled in the area north of the Plaza that it eventually became known as Sonoratown (Estrada 2008:58; Poole and Ball 2002:22).

As the population of Los Angeles grew to over four thousand inhabitants during the 1850s, a number of visual changes occurred at the Plaza (Poole and Ball 2002:23). Wealthy rancheros, such as Iganacio del Valle and Vicente Lugo, constructed new adobes or added second stories to their homes on the east side of the Plaza. To the west, American merchant Abel Stearns (who arrived in Los Angeles in 1829 and eventually became one of the area's wealthiest citizens) constructed a massive-walled home along Main Street that was known as El Palacio (Estrada 2008:58). In 1857, a municipal brick water tank was built at the center of the Plaza and the surrounding area was landscaped with trees, flowers, and foot paths. As evidence of the city's changing demographics, buildings constructed during the 1850s also included two of the earliest brick buildings in Los Angeles, Italian settler Antonio Pelanconi's winery cellar and residence (1852-57), and the Masonic Hall (1858), which was built as Lodge 42 of the Free and Accepted Masons (National Register of Historic Places 1972).

The growing wealth and prosperity of Los Angeles also attracted an increasing number of gamblers, outlaws, and prostitutes, who arrived in the city in the 1850s and 1860s. The resulting vice and violence largely centered on the southeast side of the Plaza on present-day North Los Angeles Street, then-named *Calle de los Negros* (Street of the Blacks), or "Negro" or "Nigger Alley" as known by the Anglo-Americans (Estrada 2008:59). As historian W.W. Robinson writes, "once a street of happy homes, Calle de los Negros, opening into the Plazuela and the Plaza, was… a pandemonium of races, gambling, vice, and crime" (Robinson 1981:61). The crime rate of the city grew exponentially during this period, and vigilante justice and public hangings becoming commonplace. Although many of the wealthy rancheros supported vigilante rule, others condemned these tactics, which were predominantly racially motivated and commonly at the expense of Mexican, Native American, and Chinese inhabitants (Estrada 2008:60; Poole and Ball 2002:26).

Largely the result of persisting violence, wealthy rancheros began to abandon their adobe residences in the 1860s and the Plaza gradually lost its prestige as the economic and social center of Los Angeles. The city's new development extended further to the southwest, and the Plaza came to represent the dividing line between the old "Mexican" city to the north and the new "American" city to the south (Estrada 2008:65-66). In an effort to revive the Plaza area, Pío Pico, the last governor of Alta California and a wealthy land owner, began construction of a new hotel at the corner of Main Street and the Plaza in 1869.

When the hotel was completed the following year, it was Los Angeles's first three-story building, featuring an Italianate design, eighty-two guest rooms, twenty-one parlors, and amenities unrivaled in southern California (Poole and Ball 2002:100). Six months later, the Italianate-style Merced Theater opened next door to the south. As the first building constructed within the city for dramatic performances, the theater enjoyed immediate success (Poole and Ball 2002:102). Although the architecture and purpose of these two buildings symbolized the growing

prosperity of Los Angeles, violence continued to plague the Plaza area, and by the early 1880s, both the hotel and theater had fallen on hard times.

The Southern Pacific Railroad extended its line from San Francisco to Los Angeles in 1876, signaling the beginning of a new era for Los Angeles. Newcomers poured into the city, nearly doubling the population between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886, causing a price war that drove fares to an unprecedented low, including a promotional one-way ticket from Kansas City that sold for one dollar. More settlers continued to head west and the demand for real estate skyrocketed. As real estate prices soared during the boom of the 1880s, land that had been farmed for decades outlived its agricultural value and was sold to become residential communities (Dumke 1944; Fogelson 1967). The large ranchos that surrounded the city were each annexed, subdivided, and developed in turn. Los Angeles' population more than quadrupled in a decade, from 11,183 in 1880 to 50,395 by 1890 (Dumke 1944; Fogelson 1967; Meyer 1981; Robinson 1979; Wilkman and Wilkman 2006).

Successive waves of immigration from the east, as well as overseas, transformed the demographics of the city from predominantly Californio and Native American prior to the American takeover in 1848 to predominantly Anglo-American thereafter. Census data, which lump Californios and Anglo-Americans into the category "white," show a steady decline in the "Indian" population from 1860 to 1880, despite a dramatic increase in total population. The population of "Colored" people increased slowly during this period, while that of Asians (primarily Chinese and Japanese) exploded, particularly in the 1860s and 1870s. Virtually no Asians resided in Los Angeles prior to 1848, and by 1850, only two Chinese men were listed in the census data. Intolerance and bigotry abounded during the late nineteenth century, both officially and unofficially, with California passing laws that targeted fugitive slaves (in 1852) and Chinese immigrants (1882). Chinatown, a crowded and dangerous ghetto located just east of the plaza, was burned twice—in 1871 and again in 1887 (Gibson and Dietler 2012:21–22; Greenwood 1996:9–12).

Meanwhile, much of the Plaza and surrounding area had fallen into disrepair by the late 1880s as the city's commercial and social center shifted south. Eloisa Martinez de Sepulveda was one of the few members of the original ranchero families that remained at the Plaza past the 1880s. In 1887, she built a residence and boarding house on Main Street that was designed in an Eastlake-style common on the East Coast, but rarely seen in Los Angeles (Poole and Ball 2002:121). As the Plaza area approached the turn of the century, a number of new ethnic groups arrived and began to establish residences and businesses. Adobes along Calle de los Negros were razed in 1887 and replaced by buildings specifically constructed for Chinese businesses and tenants (Poole and Ball 2002:105-106). These included the building at 425 North Los Angeles Street (ca. 1898), the Hellman-Quon Building (1900), and the Garnier Block (1898). The latter of these was designed in a Richardsonian Romanesque style, and following the destruction of the 1906 San Francisco earthquake and fire, it remains one of the oldest Chinese buildings in a metropolitan California area (Poole and Ball 2002:104). Italian immigrants further established themselves with the expansion of the Winery (1870-1914), the construction of the Italian Hall (1908), and

the addition of the Pelanconi Warehouse (1910). French immigrants also developed businesses along Main Street including Garnier's construction of the Plaza House in 1883 and Lucien Napoleon Brunswig's early involvement in and 1907 acquisition of the former Vickrey-Brunswig Building for his growing drug company.

The area north of the Plaza also began to change following a number of new developments in the late-eighteenth and early-twentieth centuries. Along Main Street, a shift towards light industry included the construction of a number of shops to house machinists, plumbers, blacksmiths, tailors and other tradespeople. These included the Jones Building (ca. 1888), the Simpson-Jones Building (1894), and the Hammel Building (1909). In addition, the Plaza Substation was built in 1904 to provide power to the Los Angeles Railway Company's yellow electric streetcars as part of the growing transportation system. The Olvera adobe, which was constructed in between 1830 and 1845, was demolished in 1917 and replaced by the Plaza Methodist Church and adjacent community center in 1926. The church was designed in a Spanish Churrigueresque style and built to combine Hispanic tradition and Protestant Heritage (National Register of Historic Places). The community center featured a minimal art-deco design and housed the United Methodist Church Conference Headquarters, with child day care, social services, and a clinic. The property was renamed the Biscailuz Building in 1965.

Despite these new developments, the condition of the Plaza continued to deteriorate into the 1920s. The Avila Adobe, the Pelanconi House, and the Sepulveda House were by this time functioning as short-term boarding houses and brothels; because of Prohibition, businesses such as the Winery were only able to produce soda and communion wine (Poole and Ball 2002:44). In 1926, while visiting the Plaza, Christine Sterling saw a condemnation notice posted on the Avila Adobe. Originally from Oakland, California and recently widowed, Sterling became the local champion of saving the building. She enlisted Harry Chandler, publisher of the *Los Angeles Times*, and began a public campaign to raise awareness about the history of the adobe and the threat of its demolition. With the additional assistance of Avila family descendants, Sterling was able to save and restore the adobe, subsequently turning her attention to Olvera Street and the adjacent buildings (Poole and Ball 2002:47-48).

Although Olvera Street was historically little more than an unpaved alleyway, it retained a number of extant historic buildings and Sterling envisioned transforming it into a "Spanish-American social and commercial center, a spot of beauty as a gesture of appreciation to Mexico and Spain for our historical past" (Poole and Ball 2002:50). Influenced by Helen Hunt Jackson's extremely popular 1884 novel *Ramona*, this vision of the past was largely based on a romanticized version of California's history and life on the missions and ranchos. Sterling returned to Chandler, as well as other civic leaders such as Lucien Brunswig, and succeeded in securing funding and subsequently creating the Plaza de Los Angeles, Inc., to oversee the development of Olvera Street. Construction began in 1929 and included the closure, grading, and paving of Olvera Street, and the renovation of historic buildings such as the Pelanconi House and Sepulveda House for new uses. The Mexican marketplace opened to great fanfare in 1930, featuring largely Mexican-American-owned restaurants and shops (Poole and Ball 2002:53).

As Olvera Street flourished over the following decades, a number of changes occurred to the Plaza and surrounding area. Old Chinatown to the east was demolished in the 1930s for the construction of the nearby Union Station train terminal (1938). Many of the subsequently displaced Chinese-American residents moved north of the Plaza to eventually establish the new Chinatown in the old Sonoratown district, whose residents had largely left for neighborhoods in East Los Angeles by this time (Poole and Ball 2002:55). Another loss to the Chinese community was the Lugo House, an adobe built by Vicente Lugo on the east side of the Plaza circa 1838, which had been occupied by Chinese American businesses and tenants since the late 1880s. After the building was threatened with demolition in 1950, a group of Chinese American merchants raised thousands of dollars in an attempt to save the building, but were ultimately unsuccessful, largely because of Sterling who declared the "Chinese must go" and that the building's eventual removal in 1951 was necessary to "clean up the area" (Poole and Ball 2002:55). Two years later in 1953, the Plaza area was further affected by the construction of U.S. Route 101 to the southeast, which not only resulted in the physical separation of the Plaza from the rest of downtown Los Angeles, but also in the demolition of two bays of the Garnier Building.

Nonetheless, the entire Plaza area secured recognition in 1953 as a state historic park. In 1972, the district was first listed in the National Register of Historic Places, in a nomination that was amended in 1981 to include additional buildings. Beginning in 1974, the park operated under a joint-powers agreement between the State of California, City of Los Angeles, and County of Los Angeles. (In 1987, the California State legislature enacted a statute that transferred the state-owned property within the El Pueblo de Los Angeles State Historic Park to the City of Los Angeles, thereby ending the tripartite agreement that created the El Pueblo de Los Angeles State Historic Park.) Through this time, the district has remained largely intact and continues to convey the story of Los Angeles's founding and early transformation from an agricultural outpost to an increasingly important and prosperous metropolis.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
_X_ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 9.5

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: 11	Easting: 385550	Northing: 3768950
2. Zone: 11	Easting: 385740	Northing: 3768780
3. Zone: 11	Easting: 385920	Northing: 3769100
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The Los Angeles Plaza Historic District is roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles and N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west). These boundaries are also depicted on the accompanying map.

Boundary Justification (Explain why the boundaries were selected.)

As identified on the 1981 nomination update, the boundary of the Los Angeles Plaza Historic District is centered on the Plaza and largely defined by the surrounding streets, historical property lines, and the physical changes that have occurred after the period of significance. On the south, the boundaries are dictated by the clear division of U.S. Route 101, extending slightly to the northwest to Republic Street to exclude a surface parking lot located at the northern corner of the intersection of Arcadia Street and North Main Street. The western boundary follows the historical alignment of New High Street, which defined the development of buildings such as the Vickrey Brunswig and Plaza House, before the

boundary extends back along Paseo Luis Olivares to North Main Street to exclude a surface parking lot north of the Plaza Church property. East Cesar Chavez Avenue provides a clear division between the district and newer development to the north. The eastern boundary extends south along Alameda Street to North Los Angeles Street and eventually U.S. Route 101.

11. Form Prepared By

Name/title: Steven Treffers/Architectural Historian and Debi Howell-Ardila/Sr. Architectural Historian
Organization: SWCA Environmental Consultants
Street & number: 150 South Arroyo Parkway, 2nd Floor
City or town: Pasadena state: CA zip code: 91105
E-mail streffers@swca.com
Telephone: (626) 240-0587
Date: January 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Los Angeles Plaza Historic District

City or Vicinity: Los Angeles

County: Los Angeles State: California

Photographer: Steven Treffers/SWCA Environmental Consultants

Date Photographed: May 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0001; Biscailuz Building (#15) and Plaza Methodist Church (#16); view looking north.

2 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0002; Pico House (#7); view looking south.

3 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0003; Old Plaza Church (#3) and Cemetery (#4); view looking north.

4 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0004; Masonic Hall (#9), Merced Theater (#8), and Pico House (#7); view looking northwest.

5 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0005; Vickrey Brunswig Building (#6) and Plaza House (#5); view looking north.

6 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0006; Plaza (#1); view looking southwest.

7 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0007; Hellman-Quon Building (#13) and Plaza Firehouse (#14); view looking southeast.

8 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0008; Olvera Street; view looking southwest.

9 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0009; Olvera Street; view looking northeast.

10 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0010; Jones-Simpson Building (#29), Jones Building (#28), Machine Shop (#27), and Sepulveda House (#26); view looking northeast.

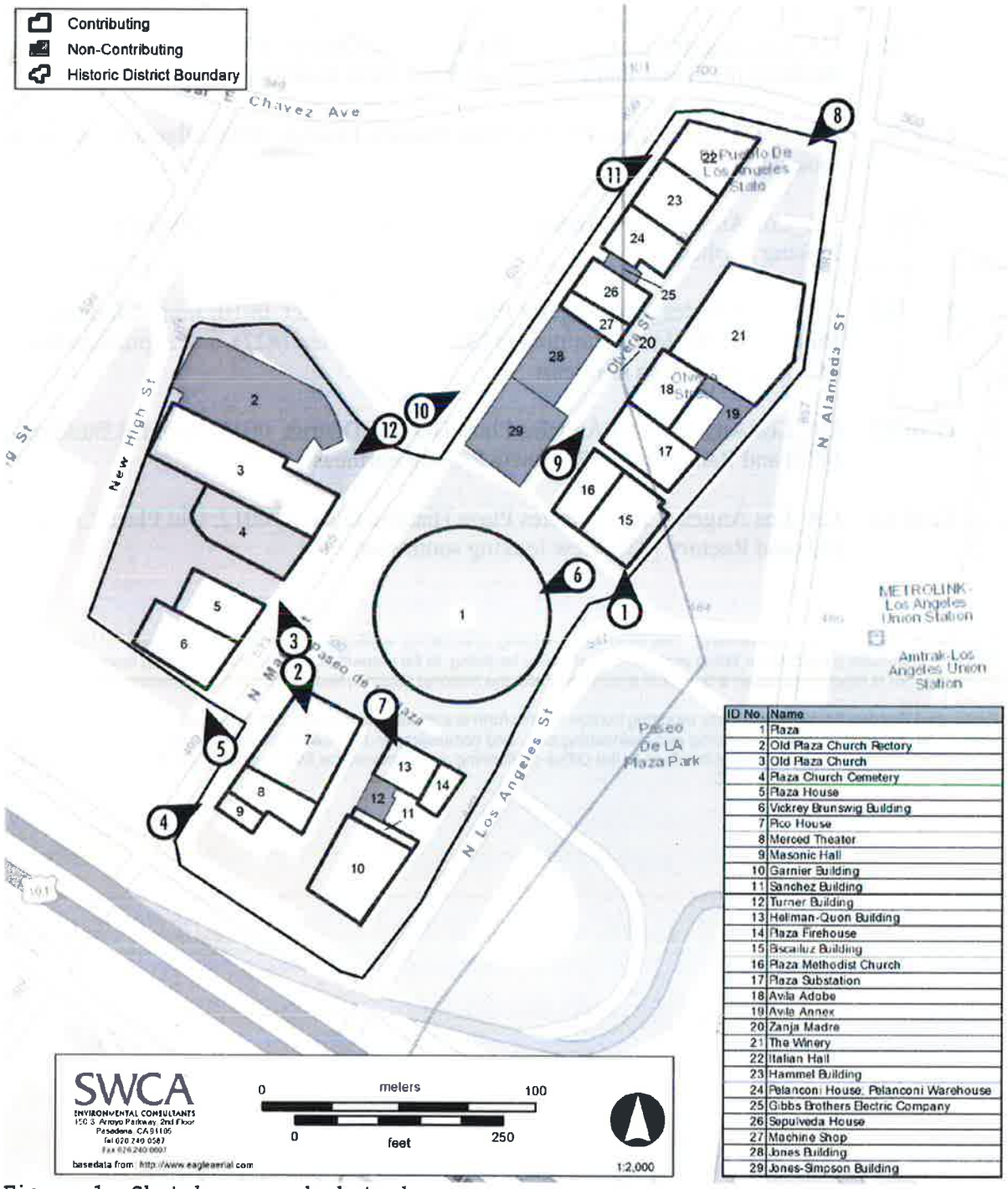
11 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0011; Hammel Building (#23) and Italian Hall (#22); view looking northeast.

12 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0012; Old Plaza Church (#3) and Rectory (#2); view looking southwest.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State



ID No.	Name
1	Plaza
2	Old Plaza Church Rectory
3	Old Plaza Church
4	Plaza Church Cemetery
5	Plaza House
6	Vickrey Brunswig Building
7	Pico House
8	Merced Theater
9	Masonic Hall
10	Garnier Building
11	Sanchez Building
12	Turner Building
13	Hellman-Quon Building
14	Plaza Firehouse
15	Biscailuz Building
16	Plaza Methodist Church
17	Plaza Substation
18	Avila Adobe
19	Avila Annex
20	Zanja Madre
21	The Winery
22	Italian Hall
23	Hammel Building
24	Pelanconi House, Pelanconi Warehouse
25	Gibbs Brothers Electric Company
26	Sepulveda House
27	Machine Shop
28	Jones Building
29	Jones-Simpson Building

Figure 1. Sketch map and photo key.

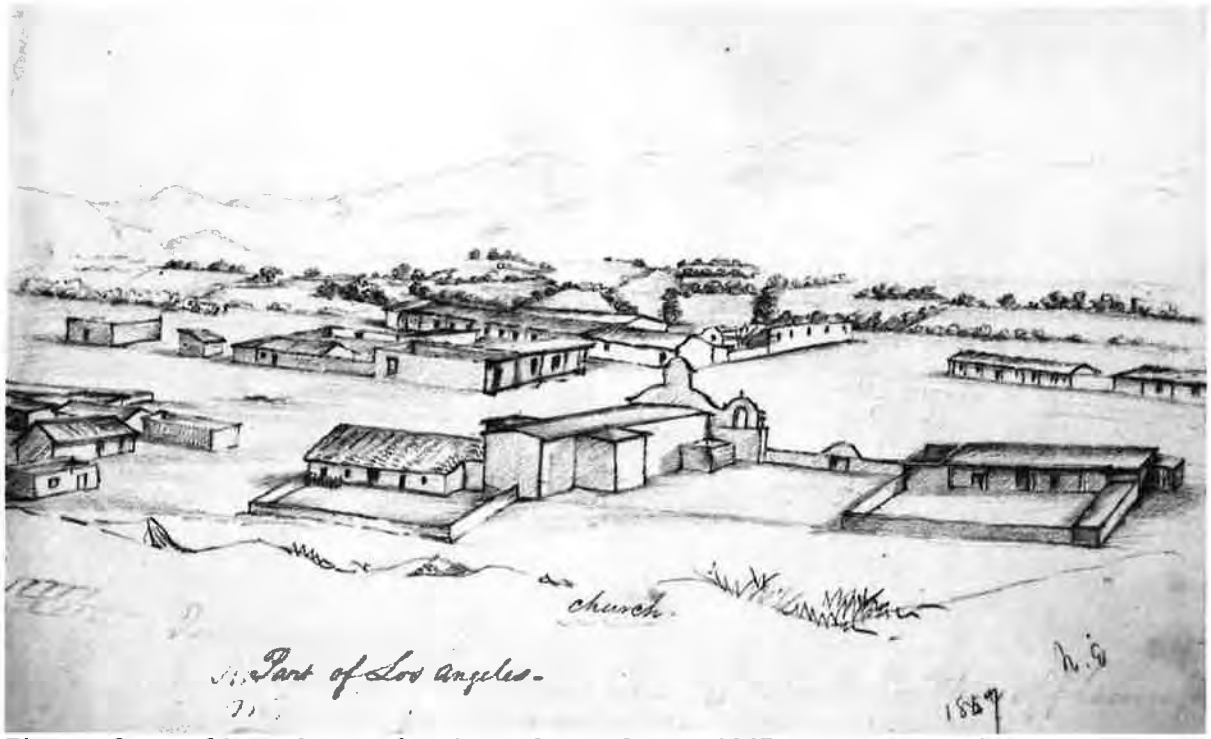


Figure 2. Earliest known drawing of La Plaza, 1847 (Source: Title Insurance and Trust and C.C. Pierce Photography Collection, USC Libraries).

Figure 3. Earliest known photograph of La Plaza, circa early 1860s (Source: Braun Research Library Collection, Autry National Center).

Figure 4. The Plaza as it appeared in 1890. (Source: Los Angeles Public Library).

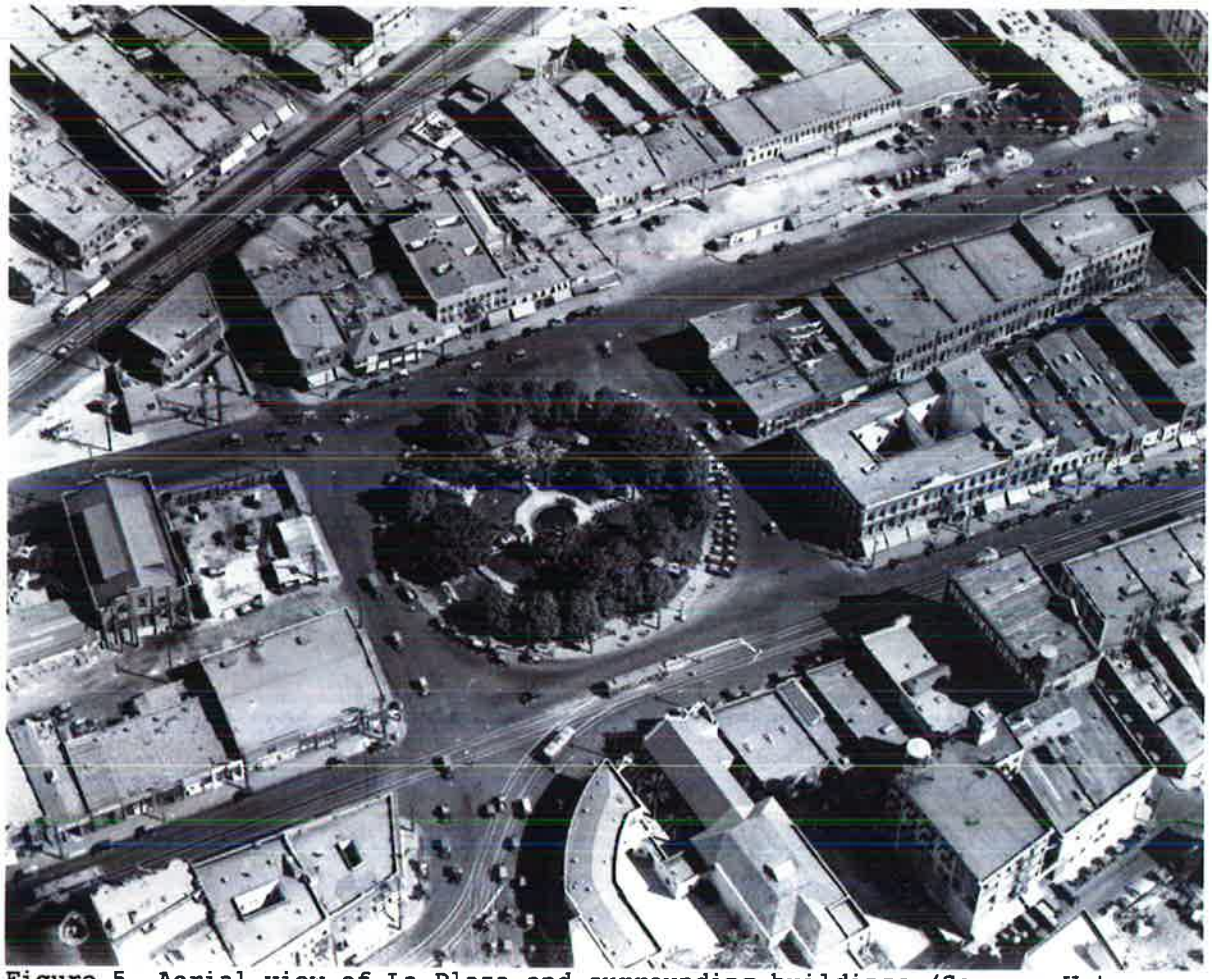


Figure 5. Aerial view of La Plaza and surrounding buildings (Source: Water and Power Associates).

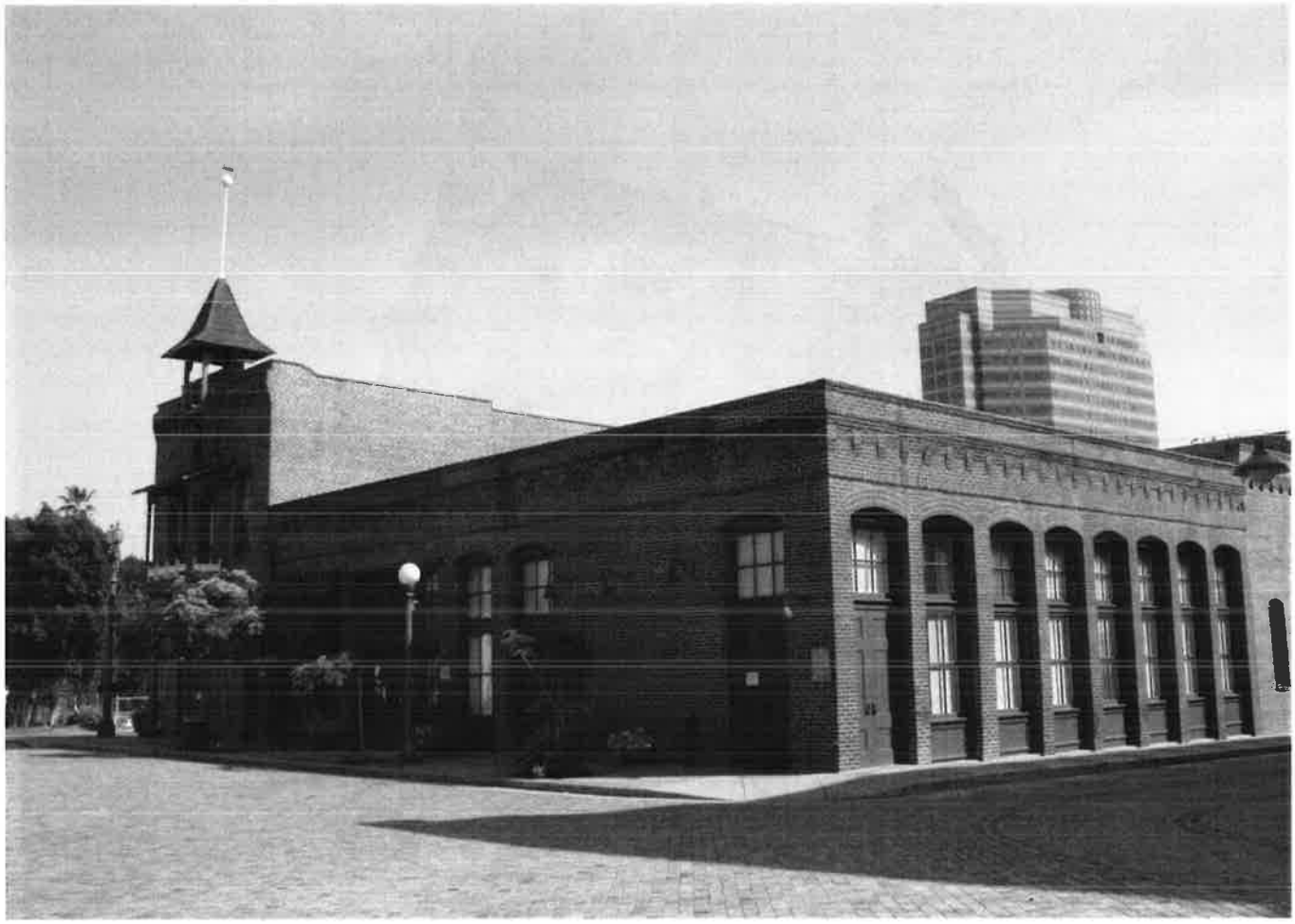
Figure 6. Pico House circa 1920 (Source: Water and Power Associates).

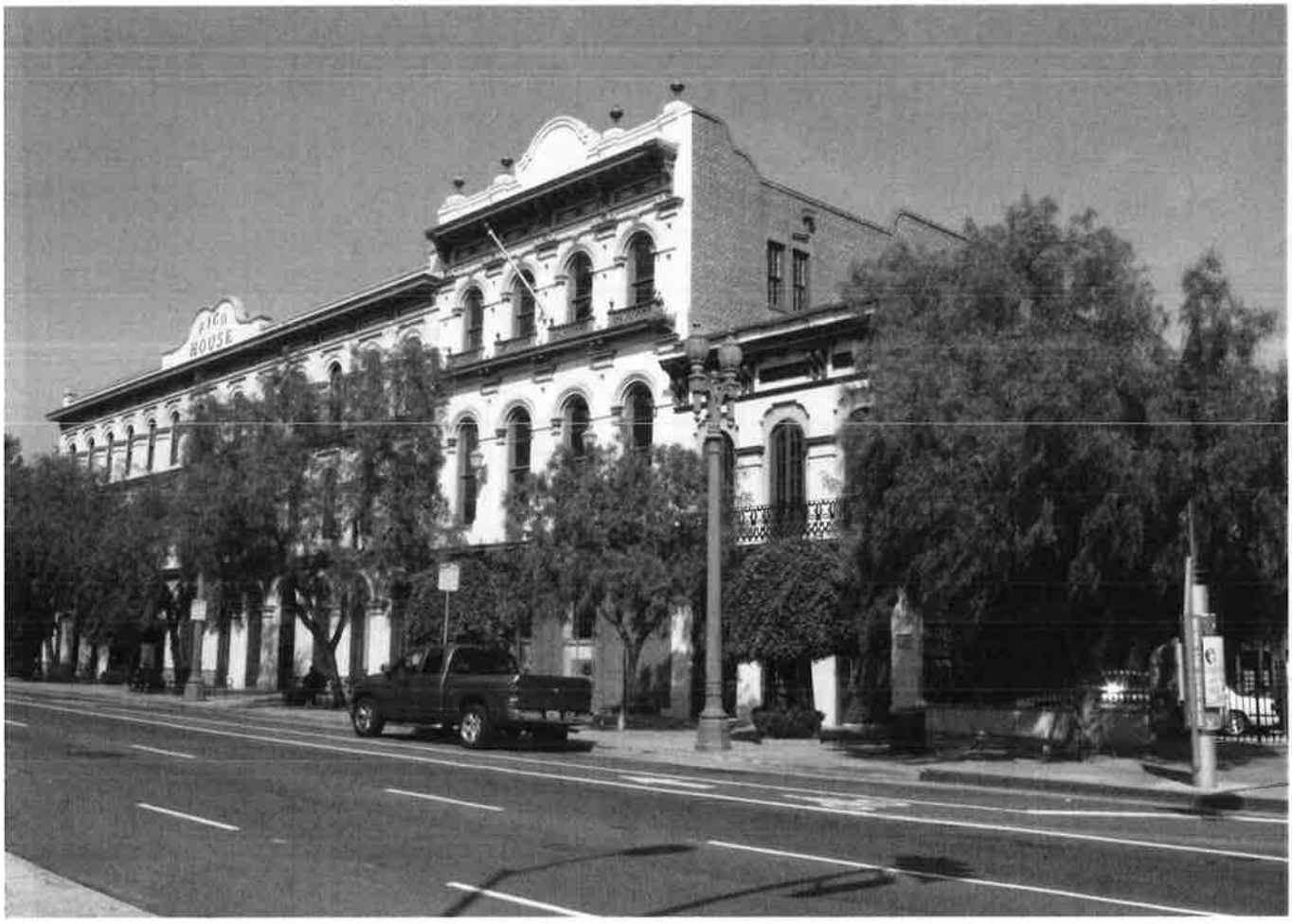
Figure 7. Olvera Street prior to improvements, circa 1920 (Source: Water and Power Associates).

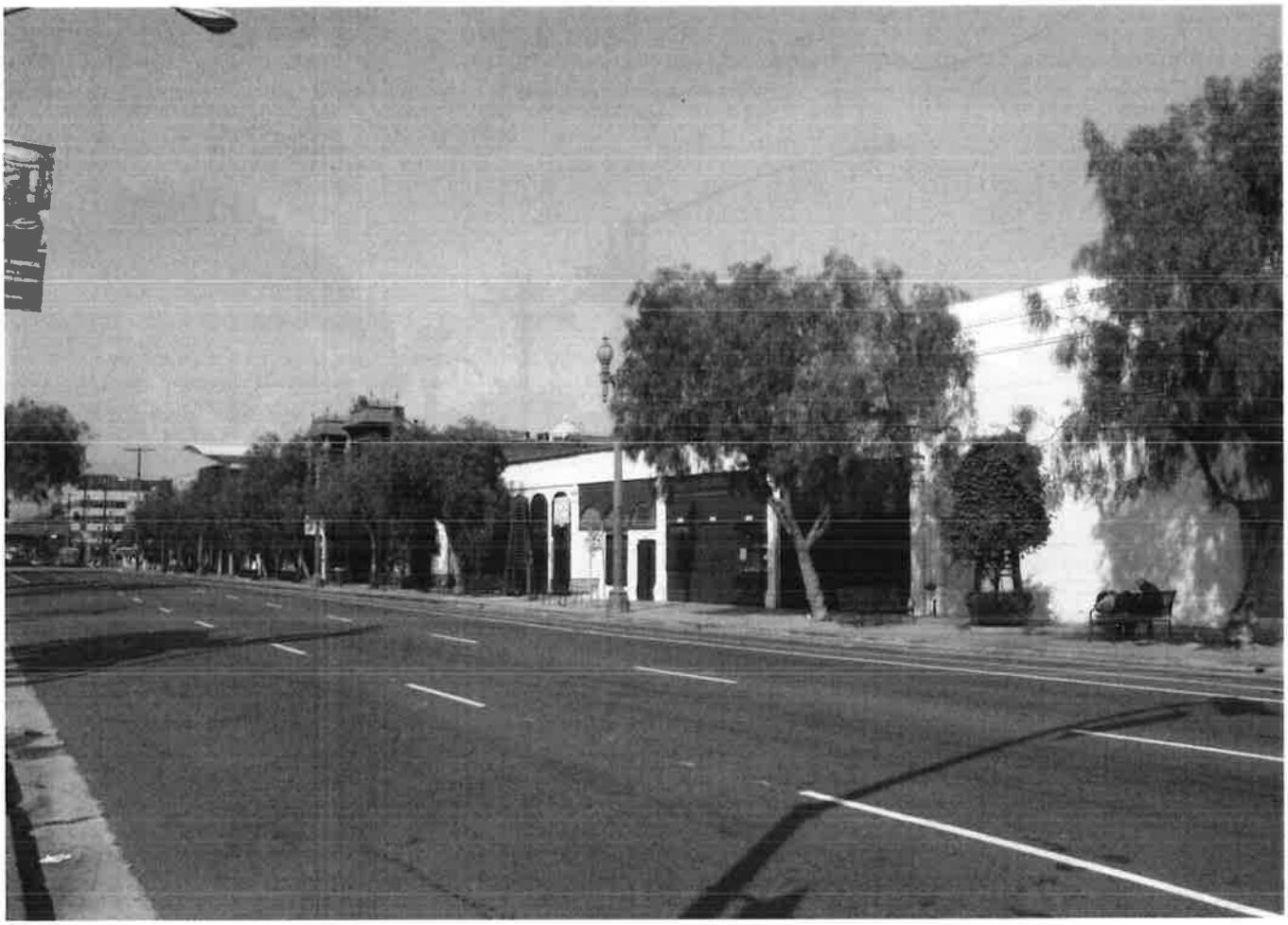
PED XING

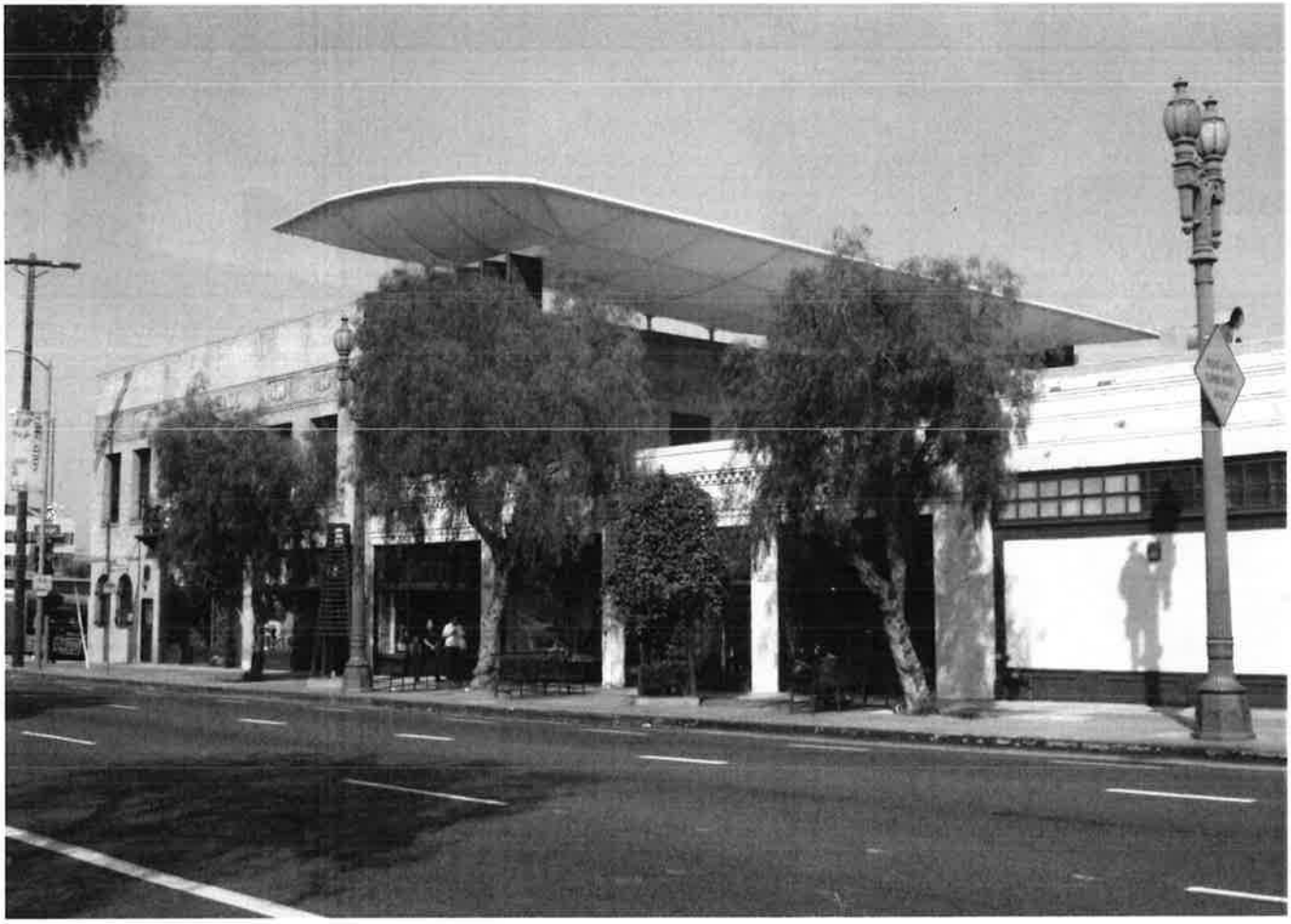
PICO HOUSE
PICO HOUSE

ADDITIONAL
PARKING




FIGG
HOUSE





CHR Status Code: 1S, remains 1S

Address: (As listed in HRI) 900 N. Alameda Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409015016

Historic Use: Transportation: Passenger Terminal

Present Use: Data Center

Historic Name: U.S Post Office: Los Angeles Terminal Annex Post Office

Owner and Address: Coresite Real Estate
1001 17th Street, Suite 500
Denver, CO 80202

The Los Angeles Terminal Annex Post Office was listed on the National Register of Historic Places on January 11, 1985, and its present California Historic Resource Code was determined to be 1S (Individual property listed in NR by the Keeper. Listed in the CR). The property was utilized as a post office in 1985. A site visit was conducted in June, 2015 to verify existing conditions of the resource located at 900 N. Alameda Street. The property retains very good integrity, and its 1S status code presently appears to be valid.

Los Angeles Terminal Annex Post Office. Camera facing NE. Photo: ICF International, June, 2015.

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review
Report Citation: Link US Historical Resources Evaluation Report

Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED NOV 27 1984
DATE ENTERED JAN 11

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
U. S. Post Office

AND/OR COMMON
Los Angeles Terminal Annex Post Office

2 LOCATION

STREET & NUMBER
900 N. Alameda Street — NA NOT FOR PUBLICATION

CITY, TOWN — NA VICINITY OF — CONGRESSIONAL DISTRICT
Los Angeles — 25

STATE	CODE	COUNTY	CODE
California	06	Los Angeles	037

2 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
_DISTRICT	X PUBLIC	X OCCUPIED	_AGRICULTURE	_MUSEUM
_BUILDING(S)	_PRIVATE	_UNOCCUPIED	_COMMERCIAL	_PARK
_STRUCTURE	_BOTH	_WORK IN PROGRESS	_EDUCATIONAL	_PRIVATE RESIDENCE
_SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	_ENTERTAINMENT	_RELIGIOUS
_OBJECT	NA IN PROCESS	_YES: RESTRICTED	X GOVERNMENT	_SCIENTIFIC
X Thematic Group	_BEING CONSIDERED	X YES: UNRESTRICTED	_INDUSTRIAL	_TRANSPORTATION
		_NO	_MILITARY	_OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
U. S. Postal Service, Western Regional Office

STREET & NUMBER
850 Cherry Avenue

CITY, TOWN — NA VICINITY OF — STATE
San Bruno — California 94099

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Los Angeles County Recorder

STREET & NUMBER
227 N. Broadway

CITY, TOWN — STATE
Los Angeles — California 90017

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Los Angeles Rapid Rail Project Survey and Determination of Eligibility

DATE
Determined eligible 5/24/83 — X FEDERAL _STATE _COUNTY _LOCAL

DEPOSITORY FOR SURVEY RECORDS U. S. Urban Mass Transportation Administration

CITY, TOWN — STATE
Los Angeles — CA

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
_GOOD	_RUINS	X ALTERED	_MOVED DATE NA
_FAIR	_UNEXPOSED		

4/27/84 DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Terminal Annex, in terms of usable square footage, is the largest building included in this nomination. Though the structure is anomalous in scale, its architecture is consistent with 1930s post office construction throughout California. The building is an eclectic mix of Mission and Spanish Colonial Revival Styles, with elements of Pueblo and Islamic.

LOCAL CONTEXT

The Terminal Annex facility is located one block northeast of El Pueblo de Los Angeles State Historic Park near the center of older Los Angeles. The area includes Chinatown to the west and north, Union Station to the south, and substantial older industrial and commercial uses in the periphery. In addition to the age and significance of these abutting uses, there is substantial new development underway in Chinatown and the area easterly of Union Station is under consideration as a part of the proposed Metro Rail Project for Los Angeles. In general, this is an area of great complexity and importance.

PHYSICAL DESCRIPTION

The building appears to be in excellent structural condition, and is being well maintained. The Terminal Annex building is an example of a simplified version of the Spanish Colonial Revival style which was the dominant idiom of government construction in the 1930s in Southern California. The two domes, placed near the front of the building, are covered with blue and tan glazed terracotta tiles, and rest on hexagonal drums. Stylistically, the domes are tied to both Spanish Baroque and Islamic traditions. Large canales, or waterspouts, are placed along the front and side elevations just below the third-floor cornice. Concrete buttresses add structural stability, and recall elements of Spanish Colonial design as seen in some California missions. The thickness of the walls is emphasized by incising the entrances and windows into the wall surface; the general effect recalls the thick, buttressed adobe walls seen in Spanish Colonial design throughout California. The bronze doors at the public entrances are richly detailed, though they relate stylistically to Beaux-Arts design of the first decades of the twentieth century. The ceiling in the public lobby is formed in a cast-concrete imitation of vaulting, which divides the lobby into vaguely defined bays. The design of the terrazzo floor reflects this division of the lobby, with an ornamental double-triangle motif in white and green outlining each bay. The center of each bay is marked by a design in red, black, yellow, white, and green terrazzo, and resembles Southwestern American Indian textile decorative motifs.

ALTERATIONS

A large addition, which bears no stylistic resemblance to the original structure, was constructed on the north side of the building in the 1960s. The south side of the building acquired a flamboyant, but more compatible, fire escape in the early 1970s. The original service windows have been removed and replaced with plastic laminate topped service counters and self-service areas. Several bays of new lockboxes have been added on the southern portion of the lobby, and the original lobby light fixtures have been replaced with new incandescent fixtures. The site is landscaped with olive and palm trees, trimmed shrubs, and mown grass, all of which are well cared for.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	X ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES Begun 1937, completed 1938. BUILDER/ARCHITECT Gilbert Stanley Underwood

STATEMENT OF SIGNIFICANCE

The Terminal Annex's exceptional significance resides in several areas, including its architecture, its urban design impact on the surrounding area, and in its lobby murals. The Annex represents a building type transitional between the decentralized mail handling systems of the years before 1940, and the highly centralized and increasingly mechanized systems used after the Second World War. In combination with the Union Passenger Terminal to the south and El Pueblo de Los Angeles State Park, the Terminal Annex takes on an urban design focus it would not otherwise have; it is an essential part of this historic section of Los Angeles. The lobby murals date from the end of the New Deal public art programs, and are examples of one of the larger commissions awarded during the program.

ARCHITECTURE

The Los Angeles Terminal Annex is the newest building included in this nomination, and is, at present, 46 years old. The building is nevertheless eligible for inclusion in the National Register because of its exceptional significance.*

By 1937, most federal construction, whether designed by the Office of the Supervising Architect or by private architects, was in the Starved Classical style. The anomalous use of the Spanish Colonial Revival in the Terminal Annex relates to the buildings constructed during the Mexican period in the nearby Plaza de Los Angeles and Olvera Street, a part of Los Angeles now included in El Pueblo de Los Angeles State Historic Park. The building retains the rigid symmetry, monumental proportions, and minimal ornament of the Starved Classical, and could be called a "Starved Spanish" design.

Gilbert Stanley Underwood, Architect:
A prominent Los Angeles architect, Underwood received numerous commissions for federal projects in the 1930s. He designed most of his structures in a simple, unadorned style fully compatible with the Starved Classicism of the Supervising Architect's office.

COMMUNITY PLANNING

Apart from the important urban design relationship the building has with El Pueblo de Los Angeles State Historic Park, the siting of the Terminal Annex and Union Station fundamentally changed the character of the immediately surrounding area. By the late 1930s, the site was covered by multi-story tenement buildings, occupied mostly by Americans of Chinese descent, and marked the eastern border of Los Angeles' Chinatown.

*The property was determined eligible for listing in the National Register on 5/24/83.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Building records: progress photographs, blueprints.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 3.75

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	11	38,6~~00~~5990	3769~~10~~295	B			
C				D			

VERBAL BOUNDARY DESCRIPTION

Los Angeles County Assessor's Map Book 5409, p. 15, Kerckoff, Cuzner and Co. tract. M.R. 4-565, Parcels: 902 (lots A, B, 27-732); 903 (unnumbered lot); 904 (lots 4-13); 905 (lots 14-23); 900.

The site is an irregular trapezoid with a 416' frontage on Macy Street, and an original 168' frontage on Alameda Street.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
NA	NA	NA	NA
NA	NA	NA	NA

11 FORM PREPARED BY

NAME / TITLE
Doug Robertson, Planner

ORGANIZATION
Beland/Associates, Inc.

DATE
April 27, 1984

STREET & NUMBER
16 South Oakland Avenue, Suite 204

TELEPHONE
818-796-8093

CITY OR TOWN
Pasadena

STATE
California 91101

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ____National ____State ____Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 1/11/85

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

GPO 899-214

orm No. 10-300a
lev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED JAN 11

Item 7
ART

The lobby contains twelve murals painted between 1941 and 1943 by Boris Deutsch, a well known project artist. Most of the murals painted between 1941 and 1943 depict various Meso-American Indian cultures and people. Two of the 1943 murals depict the Spanish colonization of California- one showing settlers with domestic animals and wagons, and another showing the Franciscan Father Junipero Serra with several Mission Indians. Two murals painted in 1943 depict modern scientists studying astronomy and chemistry. One 1944 mural shows modern telecommunications, and the last mural, also painted in 1944, depicts American military men, ships, and guns.

Item 8

Terminal Annex and Union Station site was razed, the Chinatown area was constrained to areas to the north and west of the post office site. Terminal Annex is directly north of the Union Passenger Terminal, constructed in 1939 in a Spanish/Streamline Moderne style. These two large buildings form a major focus, and eastern terminus, of the Pueblo de Los Angeles area.

ART

The murals conform to the representational style which was standard for Federal Art Project murals. Iconographically, the bulk of the murals seem to depict the history of Central America and California. Deutsch was apparently concerned primarily with cultural history, and so chose to depict Central American Indian cultures, which loom large in Mexico's popular consciousness and in the art of such painters as Orozco and Rivera. By depicting Mexican Indian cultures and the Spanish settlement of California, he provides an alternative to the Anglo concept of settlement and civilization in the Americas. The military mural is anomalous, and appears to have been painted last in a show of patriotic fervor. The murals depicting the scientific pursuits of the twentieth century compliment the scenes depicting the scenes of ceremonial and daily life in pre-European contact America. The juxtaposition of the murals suggests that Deutsch considered the ceremonies surrounding technology are analogous to earlier Indian ceremonies.

The iconography of the Terminal Annex murals is highly unusual for post office murals, and Deutsch employed an expressionistic style that was on the fringe of the accepted representationalism. The murals possess exceptional significance on the local level, in the context of Los Angeles' Spanish, Mexican, and native American history. The murals are significant on the state level for their unusually large size, as examples of expressionism in Federal Art Project murals, and for their unusual iconography.

m No. 10-300a
v. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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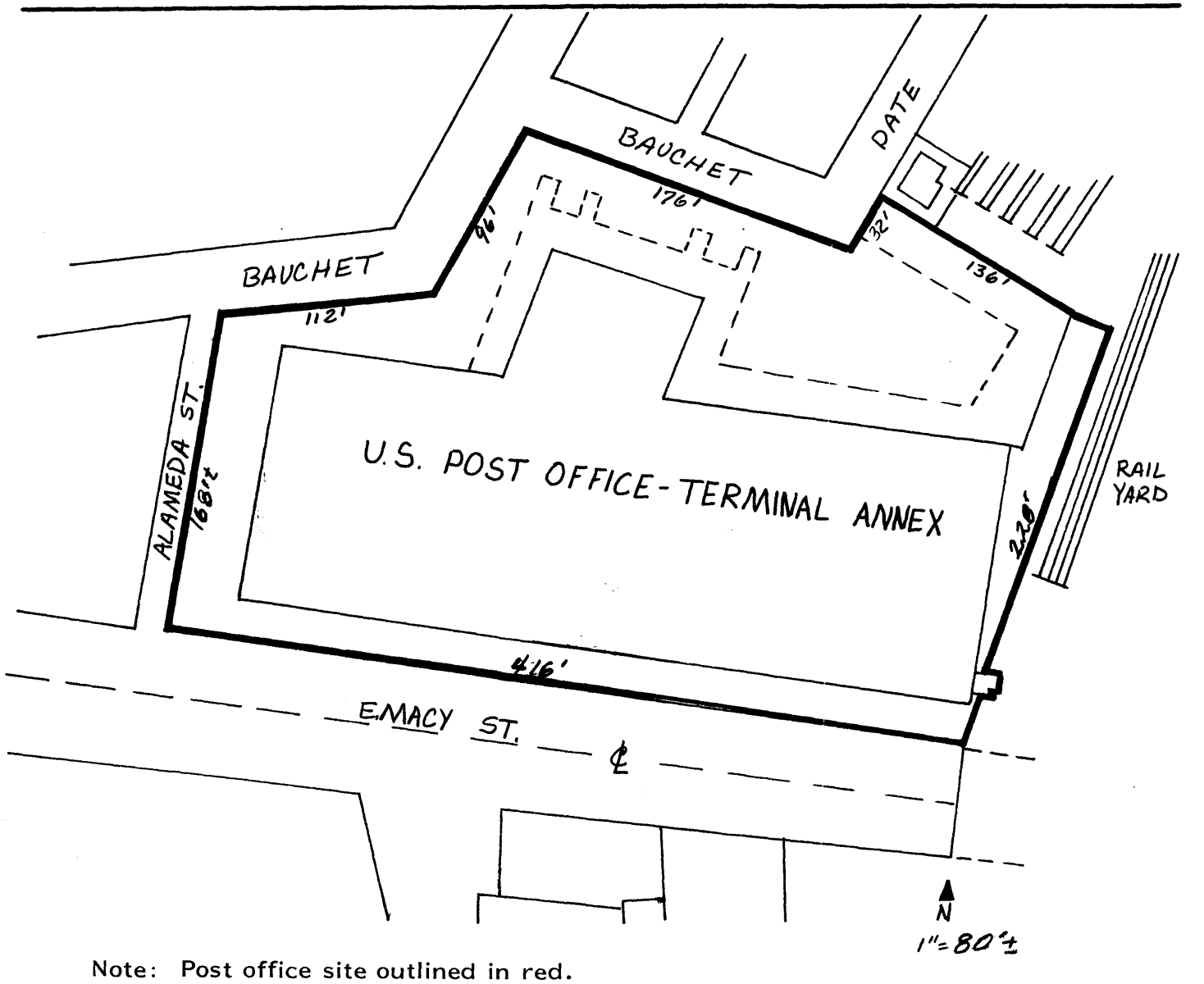
RECEIVED
DATE ENTERED

Los Angeles
CONTINUATION SHEET Terminal Annex ITEM NUMBER 10 PAGE two



Note: Post office site outlined in red.

Source: Sanborn Map, Los Angeles Book, Vol. 3, page 304, 1923-52; Geography Map Library, California State University, Northridge, CA.

LOS ANGELES, TERMINAL ANNEX POST OFFICE, CA

JULY, 1983

NEGATIVE #3 MACY STREET ELEVATION AND PORTION OF ALAMEDA STREET ELEVATION

LOS ANGELES, TERMINAL ANNEX POST OFFICE, CA
JULY, 1983
NEGATIVE #15A MACY STREET ELEVATION

United States Post Office Terminal Annex

LOS ANGELES, TERMINAL ANNEX POST OFFICE, CA
JULY, 1983
NEGATIVE #18A FRONT (ALAMEDA STREET) ELEVATION AND PORTION OF MACY STREET ELEVATION

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** 2 ***Resource Name or #:** (Assigned by recorder) 940 Avila St.
P1. Other Identifier: Gonzalez Candle Shop manufacturing building

*__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** __; __ ☐ **of** __ ☐ **of Sec** __; _____ **B.M.**

c. Address 940 Avila St. 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, decimal degrees, etc., as appropriate)

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

940 Avila Street is a single story, rectangular plan manufacturing building having a flat roof and stucco cladding. A raised parapet borders the entirety of the roofline, obscuring the roof itself from the public right of way. Its front elevation faces west onto Avila Street, and is sparse- featuring one small rectangular jalousie window fronted by security bar at its northern portion, and a wide, off-center wood door. A wide, stucco-clad band of the elevation protrudes out at the roofline and below, running continuously from one side of the elevation to the other. The subject property is largely devoid of any other features whatsoever; a 17' high troweled stucco rectangle that is entirely blank at either visible side elevation. The property is set back from Avila Street behind blacktop that is overgrown with weeds and grass. A chain link fence topped with barb wire runs along the property's frontal portion. The property appears to be in fair condition and exists within a densely developed urban setting.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

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

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

P5b. Description of Photo: (view, date, accession #) camera facing E, NE. June 24, 2016. ICF.

***P6. Date Constructed/Age and Source:** X Historic ☐ Prehistoric ☐ Both
c.1961, 1969

***P7. Owner and Address:**
Bongiovanni, Joseph M.
940 Avila St., Los Angeles, CA 90012

***P8. Recorded by:** (Name, affiliation, and address) Daniel Paul, Architectural Historian. ICF International 601 W. 5th St., Suite 900, Los Angeles, CA 90071

***P9. Date Recorded:** 07/20/2016
***P10. Survey Type:** (Describe) Intensive Level; Section 106 Compliance; P—Project Review
***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Link US Historical Resources Evaluation Report
***Attachments:** ☐NONE ☐Location 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): _____

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 940 Avila St. ***NRHP Status Code** 6Y
Page 2 **of** 2

B1. Historic Name: Gonzales Candle Shop manufacturing building
B2. Common Name: 940 Avila St.
B3. Original Use: manufacturing B4. Present Use: vacant
***B5. Architectural Style:** vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations) completed c. 1961; addition; 1969

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9a. Architect: Oldham & Erickson (engineers- 1969 addition) b. Builder: Marmalefsky & Son (1969 addition)
***B10. Significance:** **Theme** N/A **Area** Central City North

Period of Significance 1961-1969 **Property Type** commercial **Applicable Criteria** N/A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

940 Avila Street does not appear to be eligible under any National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) criteria. After 1969, the building appears to have been the manufacturing facility for Gonzalez Candle Shop which was located at 14 Olvera Street from the postwar era through the early 2000s. Much of what is visible of 940 Avila St. from the public right-of-way is a 1969 addition that doubled the length and changed the front elevation of the original, c. 1961 building, which may have originally been addressed as 936 Avila Street; before the addition, city address directories have the Gonzalez Candle Shop facility at the 936 Avila address. 940 Avila Street does not appear to be NRHP or CRHR eligible under Criteria A/1. The Gonzalez candle shop had received some coverage as a long-time Olvera Street business yet this alone does not render the subject property: the manufacturing facility for that business, historically significant, relative to Criterion A/1 for its associations to Olvera Street. Though Francisco "Pancho" Gonzalez appears to have overseen the Gonzalez candle shop and was a locally noted candle maker, this alone does not appear to render Mr. Gonzalez a historically significant person in manner befitting NRHP or CRHR criterion B/2 eligibility for the subject property. Even so, the property better associated to Gonzalez was his original stall W14 underneath the Sepulveda Building at Olvera Street. For 904 Avila Street, much of what is visible from the right-of-way is the 1969 addition; virtually style-less and characterless in its presence. The building features one visible window, one entry, and nothing else but blank elevations as seen from the Avila Street right of way. The subject property is therefore not eligible under NRHP and CRHR criterion C/3. As part of the subject analysis, 940 Avila Street has not been evaluated for municipal level eligibility.

B11. Additional Resource Attributes: (List attributes and codes) N/A
***B12. References:**

City of Los Angeles Alteration Permit 1969LA96722
Certificate of Occupancy 3/24/1970 1969LA96722
Estrada, William. *Los Angeles's Olvera Street*. Charleston, SC: Arcadia Publishing, 2006: 53.

B13. Remarks:

***B14. Evaluator:** Daniel Paul, Architectural Historian, ICF International
***Date of Evaluation:** July 20, 2016

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y

Other Listings
Review Code Reviewer Date

Page 1 **of** 3 ***Resource Name or #:** (Assigned by recorder) 908 Avila St.
P1. Other Identifier: Interstate Rubber Company

*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** __; __ ☐ **of** __ ☐ **of Sec** __; _____ **B.M.**
c. Address 908 Avila St. 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, decimal degrees, etc., as appropriate)

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

908 Avila Street is a single story, rectangular plan commercial building of concrete block construction with a low-pitch vaulted roof, and stucco cladding at its west-facing front elevation. A raised parapet, present across all four elevations, obscures the roofline from the public view. Though highly utilitarian in design, the building's front elevation has an asymmetrical composition inspired by the International Style. Cladding of narrow, stacked course Roman brick runs off the front elevation's southern half and two matching sets of paired, horizontal windows that read as a ribbon topped by a small concrete overhang this element are above this wall. The building's entrance is off-center at the front elevation's northern half; a simple pier of the same stacked Roman brick is present at the entry, making the entry appear to be cut out of the decorative cladding. (please see continuation sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** Ξ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (view, date, accession #) camera facing SE. June 24, 2016. ICF International

***P6. Date Constructed/Age and Source:** Ξ Historic ☐ Prehistoric ☐ Both
1951; City building permit #LA26372

***P7. Owner and Address:**
Terry Nancy C
520 W Wedgewood LN
La Habra, CA 90631

***P8. Recorded by:** (Name, affiliation, and address) Daniel Paul, Architectural Historian, ICF International, 601 W. 5th Street, Ste.900, Los Angeles, CA, 90071

***P9. Date Recorded:**
07/21/2016

***P10. Survey Type:** (Describe)
Intensive Level; Section 106 Compliance; P—Project Review

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Link US Historical Resources Evaluation Report

***Attachments:** ☐NONE ☐Location Map ΞContinuation Sheet ΞBuilding, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List): _____

State of California • The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 908 Avila St. ***NRHP Status Code** 6Y
Page 2 **of** 3

B1. Historic Name: Interstate Rubber Company
B2. Common Name: 908 Avila St.
B3. Original Use: Manufacturing B4. Present Use: Vacant
***B5. Architectural Style:** Vernacular International Style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed 1951

***B7. Moved?** ☒No . Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9a. Architect: F.O. Reyenga (Engineer) b. Builder: _____
***B10. Significance: Theme** N/A **Area** Central City North

Period of Significance 1951 **Property Type** Commercial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

908 Avila Street does not appear to be National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) eligible under any Criteria. Completed in 1951, 908 Avila Street was originally constructed as a rubber factory for the Interstate Rubber Company. The City of Los Angeles building permit does not identify an architect but does identify a contractor, F.O Reyenga (engineer), who is known to have designed a couple of furniture factories in Los Angeles during the post-WWII era for DEBU and Knaster in addition to a handful of Spanish Revival homes in Beverly Hills and elsewhere across the Los Angeles area.

Local rubber production was strongly linked to the substantial local tire industry, second only to Akron Ohio during the first half of the twentieth century. By the end of the 1920s, Los Angeles had moved to a substantial economic position relative to the automotive-related industry. Firestone—which by the 1950s was the world's largest producer of rubber, had a tire plant in Los Angeles, as did Goodyear, Goodrich, and Samson. Together the four factories represented a total investment of 30 million dollars and employed 10,000 workers. By the 1950s Firestone was the largest rubber producer in the world, having produced more than one million tons of rubber in 1956, and the rubber industry was one of a dozen largest industries in the United States at that time. At the close of the 1950s, L.L. Higbee, national tire trade sales chief, anticipated the sale of 120 million tires per year; innumerous of which would have been locally sold. (Please see continuation sheet, page 3 of 4)

B11. Additional Resource Attributes: (List attributes and codes) _____
***B12. References:**

1950 City of Los Angeles Building Permit #LA26372.
"FIRESTONE REPORT: Rubber Industry Takes Big Strides in 1956."
Los Angeles Times, Feb. 3, 1957: A22; "'Greatest Year' Seen for Tires: TIRES," *Los Angeles Times*. Feb. 15, 1959: A16.; "LOS ANGELES AUTOMOTIVE INDUSTRY EXPANDING […]" *Los Angeles Times*. Sep. 8, 1929: D1.

B13. Remarks:
***B14. Evaluator:** Daniel Paul, Architectural Historian, ICF International
***Date of Evaluation:** July 21, 2016

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***P3a. Description, ctd.**

The entry is topped by a transom window that is fronted, like the entry itself, behind recent metal security bar and screening. At the front elevation's northern half is a single garage bay, fronted by a metal roll-up door and metal security bar. The front elevation's upper half is unadorned, and has a backlit sign box that is presently empty; the building appears to be vacant. The building is topped by a continuous, low-rise parapet that obscures the vaulted roof from the public right of way. The buildings address, "908," and the words "front office," are painted upon the elevation in fading red font. Additional garage bays, along with small windows having multi-light windows fronted by metal security bar are visible at the building's north-side elevation. Corrugated metal canopies and sheds are present upon the property's blacktopped portion due south of the buildings, and a concrete wall runs along the front edge of the property's northern portion. In front of this wall, is a small planter with a low Mexican fan Palm and small shrub specimens. The 908 N. Avila Street building runs flush to its lot line at the public right-of-way.

***B10 Significance, ctd.**

The subject building appears to be peripheral within this context, and does not therefore appear National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) eligible under Criterion A/1. Research yielded no known persons of historic significance associated with the Interstate Rubber Company in a manner warranting the property's NRHP or CRHR eligibility relative to Criteria B/2. The building was designed by F.O. Reynaga, an engineer who does not appear to be a Master architect. The building is standard and vernacular in design, taking cues from both the International Style and Late-Moderne design systems that were then popular. Although its integrity appears to be good, 908 N. Avila does not therefore appear to be NRHP or CRHR eligible under Criterion C/3. As part of this analysis, the subject property has not been evaluated for municipal level eligibility.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 2S2, Pending SHPO concurrence

Other Listings
Review Code Reviewer Date

Page 1 **of** 5 ***Resource Name or #:** (Assigned by recorder) Macy Street School
P1. Other Identifier: 505 E. Clara St; 900 N. Avila St.

***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** __; __ □ **of** __ □ **of Sec** __; _____ **B.M.**

c. Address 505 E. Clara St. 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, decimal degrees, etc., as appropriate) Los Angeles County Assessor's parcel number 5409-016-004.

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

The Macy Street School is a rectangular plan three-story building originally constructed as a school. Designed in the English Renaissance Revival style, the building is clad in running course brickwork and has a flat roof. Its original front elevation faces south onto Clara Street, is clearly visible from the public right of way, is highly symmetrical in design and eleven bays wide. The middle seven bays protrude out slightly, each has a recent, large square window, and each of these bays, at their two upper level levels, is separated by engaged columns. The outer four bays at this elevation are slightly set back, having arch-capped windows at the second elevation, and square picture windows at the third level. Square windows are present at the ground level, as are multiple awning-topped entries having recent double metal frame doors and each topped with a canopy. A running concrete frieze separates the first and second levels, and between the second and third levels, between each of the seven center-most windows, spandrel areas are clad in stacked course brick, and each has a centered concrete panel. The historic property boundary is coincident with the limits of the present Los Angeles County Assessor's parcel number 5409-016-004.

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

***P3b. Resource Attributes:** (List attributes and codes) HP15. Educational Building

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

P5b. Description of Photo: (view, date, accession #) Camera facing NW. ICF International, June 24, 2016.

***P6. Date Constructed/Age and Source:** Ξ Historic □ Prehistoric □ Both
1915 - City of Los Angeles Building Permits

***P7. Owner and Address:**
Cw900 Development LLC
900 Avila St,_____
Los Angeles CA 90012_

***P8. Recorded by:** (Name, affiliation, and address) Daniel Paul, Architectural Historian, and Andrew Bursan, Historian.
ICF, 601 W. 5th Street,#900,
Los Angeles, CA 90071

***P9. Date Recorded:** July 22, 2016

***P10. Survey Type:** (Describe)
Intensive Level Survey; Section 106 Compliance; P—Project Review

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Link US Historical Resources Evaluation Report

***Attachments:** □NONE □Location Map ΞContinuation Sheet ΞBuilding, Structure, and Object Record
□Archaeological 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
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Macy Street School ***NRHP Status Code** 2S2
Page 2 **of** 5

B1. Historic Name: Macy Street School
B2. Common Name: 900 S. Avila St.
B3. Original Use: School B4. Present Use: Commercial
***B5. Architectural Style:** British Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed 1915; 900 N. Avila Street entrance added c. 1945.

***B7. Moved?** X **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9a. Architect: Albert C. Martin b. Builder: _____
***B10. Significance: Theme** Progressive Era Education in Los Angeles **Area** Central City North
Period of Significance 1915-1930 **Property Type** Educational **Applicable Criteria** A, B
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Located at what is today 900 N. Avila Street, the Macy Street School was constructed in 1915, and the property appears to be National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligible under Criterion A/1 for its associations to the Progressive Era, and B/2 for associations to Principal Nora Sterry, a locally significant figure in progressive education. From the Macy Street School, Sterry implemented a variety of first-of-their kind programs within Los Angeles, representative of the significant and broad national pattern of progressive era education. Although the property has seen alterations-such as incompatible aluminum window replacements plus substantial exterior entry reconfigurations, integrity of location, design, workmanship, feeling, materials, and association is retained, for the most part, to convey Criterion A and B eligibility. In accordance with NRHP Bulletin 15 for assessing integrity under Criterion A and B, it retains the essential physical features that made up its character of appearance during it period of association (191-1930) and a historical contemporary would recognize the property as it exists today. Although the building was completed be a locally significant Master architect in Albert C. Martin, the above-mentioned alterations have rendered the building not eligible relative to NRHP and CRHR Criterion C/3.

The early history of the Macy Street School is wholly integrated with Sterry, who served as principal from 1913- when it was in another nearby building, to 1930. The former Macy Street School building which currently stands on Clara Street was built in 1915; it was during this period that Macy Street School became a community centerpiece with an impact that extended beyond the typical role of a grammar school. When Sterry began as a teacher at [the former location of the] Macy Street School in 1903, she chronicled the poverty, pollution, and unsanitary conditions that characterized the largely immigrant community surrounding Macy Street: presently Cesar Chavez Boulevard. (Please see continuation sheet)
B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

***B12. References:**
Feldinger, Frank. *A Slight Epidemic: The Government Cover-up of Black Plague in Los Angeles: What Happened and Why It Matters*. Los Angeles, CA: Silver Lake Pub., 2008.
NPS NRHP Bulletin 15(please see continuation sheet)
B13. Remarks:
***B14. Evaluator:** Daniel Paul, Architectural Historian, ICF International
***Date of Evaluation:** July 22, 2016

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

***P3a. Description, ctd.**
Just above the third level, engaged columns between these windows are capped with simple capitals of concrete molding that are integrated into a continuous frieze that wraps around the front and sides of the building. A square medallion is present above each column in the subject seven-bay program Atop the centermost of these bays, is an affixed, symmetrical garland motif, in middle of which is a crest having two books and a lamp. Dentil molding runs the entirety of the building's roofline, in addition to a concrete balustrade with narrow, periodic openings.

Presently, 900 Avila Street- what was originally the building's west-side elevation, serves as the primary address for the building and what is today a bail bonds business. This elevation has variegated massing; the primary block massing of the building plus various smaller, stepped back components that are the building's back-work. Multiple arch-topped openings are present across the front elevation and elsewhere. Many of these arches cap windows, most of which have been replaced by incompatible recent aluminum frame fixed windows. The inset arches at various openings are comprised of varying brick courses- including soldier, running, stacked and rowlock designs, with each arch containing an elongated concrete keystone. Some of the arches appear to be infilled with stacked course brickwork.
At the second level of this elevation, one of the arches appears to retain its original wood frame fanlight, along with narrow, wood-frame sidelights. A covered entryway- itself having an arched opening, is present at the west elevation, as are secondary entries that are elevated off ground level. The covered entryway is topped with a small, wrought iron fence-like balustrade behind which is another doorway. Metal roofed canopies, both closed and open sides, are visible at this elevation, as is, atop the roof, a molded concrete chimney topped with a metal chimney pot.
On the opposite end near Vignes Street, the east- side elevation has a substantial two story brick addition having open bays and fixed picture windows. The addition includes an elevated entry within a balcony that is accessed by a recent metal stairway. Visible at the third level is the trim that also caps the rest of the building, along with an intact wood frame Palladian window having fanlights and sidelights. 900 S. Avila Street is set back upon its property, fronted by a sizeable blacktop-paved parking lot. The property is present in a highly developed urban setting near railroad tracks incoming to Union Station, and across from the tower that is the Metro Authority headquarters. The smaller-scale houses that once accompanied the building have long since been replaced by commercial and manufacturing related properties.

The property is currently used by a bail bonds company.

***B10. Significance, ctd.**

The Macy Street neighborhood consisted of roughly 4,500 residents densely housed 1/5 of a square mile area north of downtown Los Angeles which was surrounded by polluting industries as well as waste near the Los Angeles River. The student population consisted of many Chinese and Mexican children, as well as other students of recently immigrated families. Many of these students lived in squalid conditions, suffered from malnutrition, and were exposed to considerable air pollution due to industry adjacent to the Macy Street neighborhood. Sterry had been strongly influenced by the Progressive movement of the early 20th century and became an advocate of "Americanization," a process by which recent immigrants are introduced to English language and American customs while maintaining some semblance of ethnic identity and traditions, typically through religion and cuisine; when she had become the principal, it was among the poorest and most diverse student bodies in Los Angeles.

To address the needs of her impoverished students at Macy Street School, she introduced innovative programs such as penny lunches, nursery care, and the first elementary evening school in Los Angeles that was devoted to Americanization. In addition to creating programs for her students, she also allowed the parents of students to use the school auditorium as a community center where they could practice cultural events and educational classes. In the early 1920s, the auditorium was also used to organize and encourage parents to support a school bond measure. Due to the schools innovative programs and its accessibility to the students and neighboring community, the school had become something of a showpiece and point of pride for citizens by the mid-1920s.

To combat maladies that inflicted her impoverish student body, Sterry and her teaching staff conducted routine health checkups at the Macy Street School, which included the inspection of the students' skin, eyes, hair, and teeth. When a plague epidemic inflicted the Macy Street neighborhood in the fall of 1924, Sterry used the school as a refuge for suffering residents. When Los Angeles City officials quarantined the neighborhood and residents had limited access to food, Sterry opened the school kitchen to residents and provided free canned goods, beans, and rice. She and other teachers held classes at the school on plague prevention, proper household sanitation methods, and dispensed disinfectant products for residents to use at home. For Sterry's efforts towards combatting the plague in the Macy Street neighborhood, she was widely hailed as a hero by local newspapers such as the Los Angeles Times and the Los Angeles Examiner.

Even after Sterry left the school in 1930 to undertake a position at the Sawtelle Boulevard School, a teachers' training institution, the Macy Street teachers and administration maintained her commitment to serving the underprivileged student body and its greater community. The Sawtelle Boulevard School would later be renamed for Nora Sterry in 1941, shortly after her death. Macy Street School would close four years later. In 1945, the property ceased to be a school and was sold to the Servmore Company. Located nearby the Men's Central Jail facility, the building is presently commercial in use: housing a bail bonds business and a plumbing company.

For the above-mentioned reasons, the Macy Street School appears to be NRHP and CRHR eligible under Criteria A/1 and B/2. For Los Angeles, the school expresses key ideas of the Progressivist movement in Los Angeles; a nationally significant social movement of early twentieth century America. Nora Sterry is a significant figure in Los Angeles history; a champion of the above-mentioned Progressivist ideas and a noted protector and champion of the City's downtrodden, particularly children of the ethnic minority. Though somewhat altered, the building remains highly distinct within its densely developed setting, entirely surrounded by newer architecture. The Macy Street School retains the necessary integrity to convey significance as a locally historic early twentieth century school. The Macy Street School is important to Los Angeles for Principal Nora Sterry's early, local implementation of Progressivist ideas, Progressivism being a historic movement of national significance.

***B12 References, ctd.**

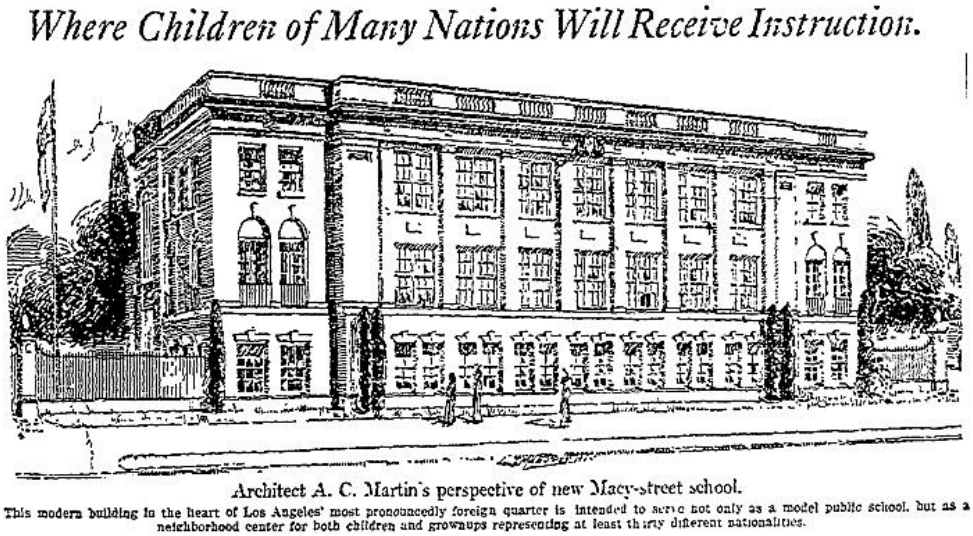
FINE SCHOOL FOR SOUTH-END SITE.: MANCHESTER-AVENUE GRADE INSTITUTION. Los Angeles Times. May 2, 1915: V1

Rasmussen, Cecilia, "In 1924 Los Angeles, a Scourge From the Middle Ages." Los Angeles Times. March 5, 2006.

Raftery, Judith. Land of fair promise: politics and reform in Los Angeles schools, 1885-1941. Stanford University Press, 1992.

Macy Street School: Additional Images

Macy Street School: west elevation (L) with c. 1945 reconfigured 900 N. Avila St. entry, and east elevation (R). ICF International, June 2016.



Where Children of Many Nations Will Receive Instruction.

Architect A. C. Martin's perspective of new Macy-street school.

This modern building in the heart of Los Angeles' most pronouncedly foreign quarter is intended to serve not only as a model public school, but as a neighborhood center for both children and grownups representing at least thirty different nationalities.

May 2, 1915, *Los Angeles Times* illustration of the proposed Macy Street School

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code Reviewer Date

Page 1 of 14

* Resource Name or #: Denny's Restaurant
P1. Other Identifier:
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.
c. Address 530 Ramirez Street City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor's Parcel Number: 5409-022-905

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

The Denny's restaurant at 530 Ramirez Street in Los Angeles is a one-story, Googie style commercial building that is rectangular in plan. Character-defining features of the style evident in the property include a boomerang shaped roof with projecting overhangs, large plate glass windows with aluminum mullions, and natural rock cladding. Below the windows on all three primary elevations (north, east, and south) is red brick cladding with natural rock accents. A large expanse of natural rock cladding distinguishes the north elevation, which is adjacent to the restaurant's main entrance located on its northeast corner. A similar natural rock wall is perpendicular to the south elevation beneath the building's eaves. A non-original secondary entrance leads to outdoor seating near the building's northwest corner. Two non-original "Denny's" signs are attached to the eaves of both the east and south elevations. Stucco covers a section of orange ceramic tiles below windows on the south and east elevations. Landscaping consists of a small grassy area with clipped shrubs fronting the east elevation. The building does not appear to have experienced substantial modifications such that it exhibits a particularly high level of integrity of design, materials, and workmanship as well as integrity of location, setting, feeling and association.

* P3b. Resource Attributes: (List attributes and codes) HP06 1-3 story commercial building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, etc.)
North Elevation, Southwest View

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1965 LA Building Permit #05658

* P7. Owner and Address:
Denny's Corporation
203 East Main Street
Spartanburg, SC 29319

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

* P9. Date Recorded: 4/13/2018

* P10. Survey Type: (Describe)
Intensive Level

* P11. Report Citation: (Cite survey report/other sources or "none") HDR: Link US Historical Resources Evaluation Report, April 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)

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

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 14

* NRHP Status Code 3S

* **Resource Name or #:** Denny's Restaurant

B1. Historic Name: Denny's Restaurant

B2. Common Name Denny's Restaurant

B3. Original Use: Commercial Restaurant B4. Present Use: Commercial Restaurant

* **B5. Architectural Style:** Googie

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

1965: Building Permit for Maier Brewing Co., L.A. Ray Archtiect, and Maier Brewing Co. Builder. Cost: $130,000

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

* **B8. Related Features:**

B9a. Architect: L.A. Ray, after Armet and Davis b. Builder: Maier Brewing Co.

* **B10. Significance:** Theme Mid-Century Restaurant Development Area Los Angeles, CA

Period of Significance 1966 Property Type Commercial Applicable Criteria C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Googie Historic Context

Googie was an expressive, attention-grabbing style associated with commercial buildings that first appeared in the Los Angeles area in the early 1950s. The buildings most closely associated with the Googie style are the Modern coffee shops, car washes, bowling alleys, automobile showrooms, and other types of vernacular commercial architecture common to the American roadside during this time. Googie was an architectural style uniquely adapted to the needs of the postwar automobile environment. A key characteristic of the idiom was an exaggerated and angled roof that appears to float over large expanses of plate glass windows. Other character-defining features include abstracted geometric plans and site-specific themes, the integration of natural and synthetic materials such as stone walls, terrazzo flooring, stainless steel kitchen equipment, formica, plastic, and fiberglass. Exaggerated and often colorful architectural elements combined with large neon-lit signage were specifically designed to draw the attention of speeding motorists. In the late 1950s and early 1960s, elements associated with the space-age such as uplifted or tilting rooflines, were particularly emphasized. Acknowledged masters of the Googie style include Los Angeles-based architects Louis Armet and Eldon Davis, John Lautner, Douglas Honnold, and Martin Stern, Jr. (Continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes): HP06 1-3 story commercial building

* **B12. References:**

Hess, Alan. "Googie: Fifites Coffee Shop Architecture." San Francisco: Chronicle Books, 1985.
Hess, Alan. "Googie Redux." San Francisco: Chronicle Books, 2004.

B13. Remarks:

* **B14. Evaluator:** Andrew Bursan

Date of Evaluation: 4/13/2018

(This space reserved for official comments.)

(Sketch map with north arrow required)

B10. Significance, continued.

In 1958, the firm of Armet and Davis was retained by the growing Denny's chain to design a distinctive new prototype restaurant that would accomplish the goals noted above. The result was a Googie style building with a prominent boomerang roof, large plate glass windows, natural rock walls, terrazzo floors, Formica counters, and lush landscaping. Armet and Davis were responsible for the construction of a substantial number of the new Denny's restaurants before the corporation (or its franchisees) began hiring other architects, such as the designer of the subject property Larry A. Ray. According to noted architectural historian Alan Hess, the author of "Googie: Fifties Coffee Shop Architecture," which is the definitive book on the subject, "this prototype style spread the California coffee shop across the United States." Louis L. Armet and Eldon Davis established Googie (sometimes called Coffee Shop Modern) as a popular modern style and colonized the Southern California style and its image throughout the United States and Canada. The Denny's Corporation used the Armet and Davis prototype design plan on the first 400 Denny's location even though other firms, like Larry A. Ray (Colwell and Ray), were often listed as the architect on Denny's restaurants from the mid-1960s onward.

Significance Evaluation

Argument under Criterion A:
City of Los Angeles building permit #5658 dated October 6, 1965 indicates that the building at 530 Ramirez Street was constructed for a cost of $130,000. The property is associated with the general trend of mid-century restaurant development in Southern California from roughly 1945 to 1970. During this period, restaurants of all types expanded throughout the region and mirrored the post-war growth of other commercial and residential developments fueled by the economic prosperity of the period. Restaurant owners moved away from the store-front based, locally owned, neighborhood style cafés of the pre-war era to create a more auto-oriented, family themed, chain operated enterprises. Post-war coffee shops, like the subject property, typically used the Googie style which by the 1960s had become a commonplace design for low-cost, family themed restaurants. Despite this association with mid-century restaurant development, this location represents one of many Googie themed restaurants developed not only within Southern California but within the Denny's restaurant chain and it did not make an important singular contribution to the broad pattern of mid-century restaurant development. In addition, Los Angeles Times research did not uncover any notable historic events related to the address. The property does not reflect an important singular example of a broad pattern of development, is not associated with an important event, and therefore does not meet NRHP Criterion A.

Argument under Criterion B:
Based on City of Los Angeles building permits, Los Angeles Times articles, and Los Angeles City Directory research, property owner Maier Brewing Company and restaurant operator Denny's Corporation are the only known entities to have direct associations with the subject property. While the now defunct Maier Brewing Company was once a major beer producer in Los Angeles during the first half of the twentieth century, there is no individual with the company known to have an important direct association with the subject property. Similarly, there were no individuals employed by Denny's Corporation that were shown to have an important direct association with the property. Research does not indicate that the property is strongly associated with the lives of significant persons of the past and therefore does not meet NRHP Criterion B.

Argument under Criterion C:
Integrity:
The building at 530 Ramirez Street exhibits a high level of integrity and alterations are limited to a non-original secondary entrance door and a small area of ceramic orange tile work that has been clad over with non-original stucco which could easily be removed. It retains integrity of design, materials, and workmanship, location, setting, feeling and association.

Since the 1960s, the great majority of Denny's restaurants have experienced substantial alterations, particularly to their natural rock cladding (that is often painted over) and the application of stainless steel to exterior surfaces that transform the original design into an east coast diner. As a result, relatively unaltered Denny's restaurants that retain their key character- defining features, such as the subject property, are becoming exceptionally rare. In his 2004 book "Googie Redux", author Alan Hess wrote the following passage about the diminished architecture integrity of many Denny's locations:

"At its worst, the gawky remodeling of the Denny's chain since 2000 show the self-defeating nature of an uninformed approach to Googie building preservation. Though in possession of scores of original buildings based on the Armet and Davis porotype – a genuine artifact of the 1950s and all that that evokes in the public imagination – Denny's chose to dinerize its restaurant. Black-and-white tile flooring and mirror-finish stainless-steel doors and fixtures echo the 1930s streamline diner style - clashing with the sleek, ultramodern boomerang roofs and colorful plastic chandeliers of the genuine fifties style."

Besides the subject property, the Denny's locations at 12861 N. Encinitas Avenue (1968) and 15540 Roscoe Boulevard (1967) stand as the only Denny's buildings in Los Angeles from the era that exhibit high levels of integrity. The Denny's locations at 5700 W. Manchester Boulevard (1959), 5612 N. Tujunga Avenue (1967), and 12907 W. Ventura Boulevard (1960) have experienced noticeable exterior alterations and do not match the level of integrity found in the subject building. All of these mentioned Denny's locations were evaluated by City of Los Angeles Office of Historic Resources under the SurveyLA program and found eligible for the National Register (NR). The SurveyLA evaluations for these Denny's properties and other NR eligible Googie restaurants in Los Angeles can be found in the table of Googie resources on Continuation Sheets, Page 8-14.

Architecture:
According to the SurveyLA's Central City North Survey dated 9/29/2016, the Denny's at 530 Ramirez Street was found to meet NRHP Criterion C (California Historical Resources Status Code - 3S) as a rare and intact surviving example of a Googie coffee shop reflecting the corporate architecture created for Denny's in the 1950s and 1960s (see Continuation Sheet, Page 7). It is also the only remaining example of Googie architecture in downtown Los Angeles.

Although 530 Ramirez Street was designed by architect Larry A. Ray, building features like a boomerang roof, large plate glass windows, natural rock, terrazzo floors, Formica counters, and lush landscaping cladding clearly exhibit the distinctive characteristics of the 1958 Denny's porotype created by Armet and Davis. In addition to an association with the Armet and Davis design plan, the building stands as a clean example of a Denny's corporate building design that the company would execute throughout the country. The restaurants location near the 101 Freeway follows Denny's then innovative practice of acquiring sties adjacent to freeways.

Architect:
Although information on the career of building architect Larry A. Ray is very limited, research suggests he practiced architecture for the firm of Armet and Davis in the early 1960s before forming his own firm, Coldwell and Ray, in the mid-1960s. Ray worked from roughly the mid-1960s to the 1980s with his Orange County based firm Coldwell and Ray, which was later called CRHO (Colwell, Ray, Hornacek, Okinaka Architects, Inc.). From the 1960s to the present, the firm has specialized in the design of chain restaurants in Southern California. Building permit research shows that Ray (sometimes listed on building permits under the firm Coldwell and Ray) designed not only the subject restaurant but also Denny's restaurants at 12861 N. Encinitas Avenue (1968), 5612 N. Tujunga Avenue (1967), and most likely other locations in Los Angeles during the 1960s. Moreover, Coldwell and Ray designed the $10 million Denny's corporate headquarters in La Mirada in 1969, suggesting the firm played a significant role as Denny's corporate architects.

Permits also indicate that while Armet and Davis designed some of the first Denny's in Southern California from the late-1950s to the early 1960s, the firm of Ray and Colwell became Denny's primary corporate architects from the mid-1960s to the early- 1970s. This shows that many of the 1960s Denny's restaurant styles, often seen as prototypical examples of Googie architecture, were technically designed by Larry A. Ray or his firm Colwell and Ray but based heavily on the design plan for Denny's originally conceived by Armet and Davis.

Conclusion:
The subject Denny's Restaurant represents an excellent and increasingly rare example of the Googie architectural style with a high level of integrity. It's association with the classic Armet and Davis Denny's corporate prototype design and its rarity as a piece of Googie architecture with distinctive characteristics of the style in downtown Los Angeles make the property eligible for the NRHP under Criterion C for design. This finding is consistent with the SurveyLA's finding for this property of National Register eligibility under Criterion C (Status Code 3S).

References

City of Los Angeles
1965 - Building Permit #5658

Hess, Alan. "Googie: Fifites Coffee Shop Architecture." San Francisco: Chronicle Books, 1985.

Hess, Alan. "Googie Redux." San Francisco: Chronicle Books, 2004.

Langdon, Philip. "Orange Roofs, Golden Arches." New York: Knopf, 1986.

Los Angeles Street Address Directory – April 1967

Los Angeles Times
1966 Denny's Chain Plans 150-Seat Downtown Café. May 29, 1966.
1969 Restaurant Chains Plans $10 Million Facility. March 30, 1969

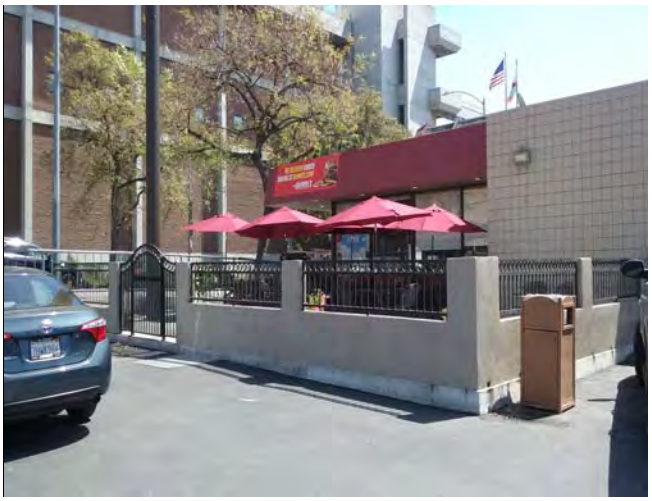
SurveyLA. (2016). COMMERCIAL DEVELOPMENT, 1850-1980 Theme: Commercial Development and the Automobile, 1910-1970. Los Angeles, CA: City of Los Angeles Office of Historic Resources.

SurveyLA. (2017). Commercial Development, 1859-1980 Theme: Neighborhood Commercial Development, 1880-1980: City of Los Angeles Office of Historic Resources.

SurveyLA. (2016). Historic Resources Survey Report Central City North Community Plan Area. Los Angeles, CA: City of Los Angeles Office of Historic Resources.

East Elevation, Northwest View

South Elevation, North View



West Elevation, East View

North Elevation, Southview View

Primary Address:	530 E RAMIREZ ST
Name:	Denny's
Year built:	1966
Architectural style:	Googie

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a Googie coffee shop reflecting the corporate architecture created for Denny's by noted architects Armet and Davis in the 1960s; many of these Googie-style Denny's have been subsequently altered or replaced by newer corporate designs, making this a rare surviving example.

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The following table identifies all Googie style buildings of the coffee shop, diner, or fast food type within the City of Los Angeles as identified by published SurveyLA findings, including the Denny's located at 530 E. Ramirez Street addressed in this DPR form set. A total of six Denny's, including the Subject Property, were identified in SurveyLA, but surviving examples of this type are rare in Central Los Angeles.

Photograph (From SurveyLA findings)	**Address**	**Name**	**Year Built**	**Context/Comments**
Central Los Angeles				
	2306 N Fletcher Dr	Donley's Coffee Shop	1960	-Excellent example of a Googie coffee shop building with distinctive features of the style -Designed by Armet and Davis -Silver Lake- Echo Park – Elysian Village Area Plan
	530 E Ramirez St	Denny's	1966	- Excellent example of a Googie coffee shop reflecting the corporate architecture created for Denny's by noted architects Armet and Davis - rare surviving example -Central City Area Plan
Mid-City Los Angeles				
	460 N La Cienega Blvd	Norms	1956	-Excellent example of a Googie style coffee shop in the area -Designed by architects Armet and Davis -Significant as the long-term location of the Los Angeles-based coffee shop chain and as the oldest Norms still in operation -Wilshire Area Plan

Address: (As listed in HRI) 800 N. Alameda Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409-023-941

Present Use: Transportation: Passenger Terminal

Historic Name: Los Angeles Union Passenger Terminal

Owner and Address: LACMTA
1 Gateway Plaza
Los Angeles, CA 90012

The building was previously surveyed in 2001, and the California Historic Resource Code was determined to be 1S (Individual property listed in NR by the Keeper. Listed in the CR). Union Station (Los Angeles Union Passenger Terminal) was listed upon the National Register Historic Places on December 13, 1980.

SHPO concurred with this finding by Project Review FTA010315A, dated 12/5/2001, 1S; listed in the California Historical Resources Inventory.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 800 N. Alameda Street. The previous survey information recorded on the attached 2003 DPR 523 form, dated 2/20/2003, remains accurate as does the property's 1S historical resource status code.

Looking east, Photo # IMG_3820.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 1S Listed 11-13-1980
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Los Angeles Union Passenger Terminal
P1. Other Identifier: Los Angeles Union Station
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T___; R___; ___ 1/4 of ___ 1/4 of Sec___; _____ B.M.
c. Address _____ City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone 11, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro
APE Map ID# 5; Southeast corner of Macy and North Alameda Streets; City off Los Angeles, Assessors Parcel Number 5409-023-047.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The image of Union Station and its associated streamliners became synonymous with the concept of long distance pass travel in Los Angeles until it was effectively displaced with the introduction of reliable jet service to Los Angeles International Airport in the late 1950s. Union Station's architectural design by consulting architects John and Donald Parkinson, Union Pacific's R.J. Wirth, Southern Pacific's J.H. Christie, and Santa Fe's H.L. Gilman blended the Spanish Colonial Revival style with the Streamline Moderne style. This unique blend of historic and modern styles at once refl both the historic character of Los Angeles and the evolution of railroad technology from steam to diesel power. Union Station's landscape architect was Tommy Tomson, its color consultant was Hermann Sachs, and the design of the assoc Fred Harvey Restaurant was by Mary Coulter. After it was listed in the National Register in 1980, a series of major pr altered the passenger platform areas, including: the El Monte Busway in 1987; the Metrorail Red Line in 1991; Metrol 1993; MTA Gateway Center in 1995; MWD Headquarters in 1996; TEA 21 Improvements in 2001; and Mterorail Gol Line in 2002. These alterations are provided in detail in the Finding of Effect and EIS/EIR for the proposed Union Sta Run-Through Project.

* P3b. Resource Attributes: (List attributes and codes) HP17 Railroad depot
* P4. Resources Present: ☑ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, etc.)
Facing west toward passenger terminal building

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1939 Factual

* P7. Owner and Address:
Catellus Urban Development Corp.
201 Mission Street
San Francisco, CA 94105-1831
P--Private

* P8. Recorded by: (Name, affiliation, address)
Rick Starzak/Alma Carlisle
Myra Frank & Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: _____

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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) _____

DPR 523A (1/95) * Required Informatio

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

Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 1S Listed 11-13-1980

* Resource Name or #: Los Angeles Union Passenger Terminal

B1. Historic Name: Los Angeles Union Passenger Terminal

B2. Common Name: Los Angeles Union Station

B3. Original Use: Railroad Depot B4. Present Use: Transportation Hub

* B5. Architectural Style: Spanish Colonial Revival/Streamline Moderne

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

Built from 1935-1939 at an estimated construction cost of $2,000,000 to consolidate the passenger operations of three railroads, the Santa Fe, Southern Pacific, and Union Pacific. The passenger terminal building was restored, but the platform area has undergone numerous changes since about 1985.

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

* B8. Related Features:

The National Register nomination form identified the main buildings that comprise the station terminal along with its associated service areas and passenger platforms, canopies and tracks. In addition, Terminal Tower, the Vignes Street : Macy Street Undercrossings, and Car Repair/Supply House are also contributing features.

B9a. Architect: H.L.Gilman, et.al. b. Builder: Santa Fe Railway

* B10. Significance: Theme Railroad Area Los Angeles

Period of Significance 1939 Property Type Passenger Depot Applicable Criteria C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Los Angeles Union Passenger Terminal (Union Station) complex, 800 North Alameda Street, was listed in the Nat Register under Criterion C on November 13, 1980, at the national level of significance. It was designated as City of Lc Angeles Historic-Cultural Monument 101 on August 2, 1972. The city monument boundary includes the passenger ter building, attached service buildings, and the parking lots along Alameda Street but excludes the appurtenant railroad tr along the east side that contribute to the National Register listing. Union Station was documented in the Historic Amer Buildings Survey, Survey Number HABS CA 2-258-A. The National Register nomination form of the Los Angeles Ur Passenger Terminal (Union Station), specifically identifies the main buildings that comprise the station terminal along associated services areas and passenger platforms, canopies and tracks. Union Station is considered significant both fo historical association with the development of railroad transportation in the United States and for the quality of its architectural design. Built from 1934 through 1939, Union Station is considered the last grand railroad station construc in the United States. Its construction resulted in the consolidation of local passenger operations among the Southern Pa Union Pacific, and Santa Fe Railroads. Union Station was the point of origin and destination for several famous transcontinental "streamliners" such as Southern Pacific's Daylight and Golden State; Union Pacific's City of Los Ange and Santa Fe's Super Chief, California Limited, and El Capitan.

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

* B12. References:

Land-Mark L.A., Historic-Cultural Monuments of Los Angeles, City of L.A. Cultural Affairs Dept.

Historic American Buildings Survey; National Register Nominaton, 11-13-1980.

Metro Red Line East Extension Section 106 Documentation, 1994, National Register of Historic Places

B13. Remarks:

* B14. Evaluator: Keeper of the National Register

Date of Evaluation: 12/13/1980

(This space reserved for official comments.)

(Sketch map with north arrow required)

rm No. 10-300 REV. (9/77)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED [redacted]
DATE ENTERED NOV 13 1980

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC: Los Angeles Union Passenger Terminal

AND/OR COMMON: Los Angeles Union Station

2 LOCATION

STREET & NUMBER: 800 North Alameda Street

__NOT FOR PUBLICATION

CITY, TOWN: Los Angeles __ VICINITY OF

CONGRESSIONAL DISTRICT: 25th

STATE: California CODE: 06 COUNTY: Los Angeles CODE: 037

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	X BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Southern Pacific, Santa Fe, Union Pacific

STREET & NUMBER: 800 North Alameda Street

CITY, TOWN: Los Angeles __ VICINITY OF STATE: California 90012

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Los Angeles County Hall of Records

STREET & NUMBER: 300 West Temple Street

CITY, TOWN: Los Angeles STATE: California 90012

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Historical Monument No. 101

DATE: August 2, 1973 __FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS: Cultural Heritage Board, Room 1500, City Hall

CITY, TOWN: Los Angeles STATE: California 90012

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	_ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The main portion of the Los Angeles Union Station extends 850 feet along Alameda Street in a north-south direction, and consists of a series of tile-roofed rooms and arcades in varying proportions. The larger and taller of these are near the center, the others tapering down toward the two ends. Perpendicular to and easterly of the main mass, are a waiting room and an arcade, also tile roofed, plus a wall, which together with the adjoining north-south oriented service area form an "H".

The reddish brown of the Mission tile roofs is complemented by the cream color of the outside walls and the terra cotta-colored dado which is all around the main building. In contrast to the general horizontality is the clock tower, which rises to 125 feet and stands near the main entrance.

The archway over the main entrance and the adjoining tower give one a slight feeling of entering a California Spanish mission. As you pass this entrance, you enter a huge foyer, square in plan and flanked on all four sides by broad arches.

This great foyer opens to the north and to the east upon impressive halls with finely decorated beamed ceilings. Below are floors paved with red quarry tile plus broad multicolored swaths with geometric patterns created with marble from Vermont and Tennessee, as well as from Belgium, France and Spain, combined with Montana Traventine. These swaths, suggestive of immense carpets, run the legth of the two main halls and converge into a square-shaped pattern in the middle of the entrance foyer, Belgian black marble, ceramic tile and traventine form the border on the walls. Doors and windows are bronze.

The upper walls and the ceiling panels of the main rooms are covered with acoustic tile. The acoustics are superb throughout.

The north hall is used for ticketing and waiting. It measures 80 x 140 feet and has a ceiling 50 feet high. The east hall is the main waiting room. It measures 90 x 150 feet, has a 40 foot ceiling, and is flanked on the north and south sides by spacious patios which feature plants typical of Southern California and have benches that provide additional seating for waiting.

South of the entrance foyer is an open arcade whose arches echo the ones which flank the foyer. This arcade is used as an additional entrance and exit and provides a view of the south patio from the front of the station. The floor of the arcade is red quarry tile as is the floor of the former Fred Harvey Restaurant with which it connects to the south

The restaurant is approximately 70 x 100 with a 30 foot ceiling. On the wainscot and around the doors and windows is the same colored tile as is found in the rest of the building. On one side of the restaurant is a red tile stairway with a wrought iron railing that leads to a mezzanine above the kitchen area.

At the north and south ends of the front part of the station are arcades that extend toward the adjoining streets and provide protection from the ele-

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1936 - 1939 BUILDER/ARCHITECT John & Donald B. Parkinson, Architec

STATEMENT OF SIGNIFICANCE

The Los Angeles Union Station is a very handsome landmark that is a milestone in architectural history and in the history of transportation in America. Although less than 50 years of age, the property is on exceptional importance. Built when railroad passenger service was on the decline, it was the last of the great passenger service was on the decline, it was the last of the great passenger terminals to be built in a monumental scale in a major American city. Because of this, plus its impressive appearance, it has been called "The Grand Finale of the Golden Age of Railroads in America." It combined three major railroad systems into one terminal in the heart of the city, using a stub-end track arrangement. Architecturally, the building is one of the finest expressions of the 1930's styling in this country. It skillfully combines Streamlined Moderne with Spanish Colonial Revival to create an expression which is two-fold; the sleek, streamlined transportation imagery of the Moderne, highly appropriate to a center of railroad transportation, and the historical imagery of Spanish revival architecutre, a major element of the Southern California cultural landscape. Integrity is almost totally intact, with original decoration, ornamentation, fixtures and furnishings still in place. Architecturally, it remains one of the great examples of its type and period in this country.

The Los Angeles Union Station is probably the only major station in the Spanish style ever built in America, as well as the only major station in which landscaping was an important and integral part of the original design. What makes it so outstanding is that both of these were done so well as to lead many to believe that it is the most handsome railroad station ever built.

The main reason why the Spanish style was chosen was to have the station blend with the El Pueblo de Los Angeles across Alameda Street to the west. The Terminal Annex Post Office, which flanks the station on the north, was built almost concurrently with it, has a similar architectural style, and provides a harmonious backdrop to many views of the station from the south, looking north. These three mutually-complementing elements constitute a fine example of good community planning.

The architects who designed Union Station were very cognizant of the nature of the location and its surroundings. No other major station so perfectly reflects the climate, geography, and the heritage of the region in which it was built.

The area of the site had been a part of the original Pueblo de Los Angeles. The west half later became a part of the first Asian (Chinese) community in Southern California. That community started shortly after the Gold Rush and was strengthened by additional settlers in the later 1860's when the first rail line in Southern California was built. This line ran from Los Angeles to Wilmington along what is now Alameda Street. Most of the laborers who built the line were Chinese.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. California Arts and Architecture - June 1939
2. Los Angeles Cultural Heritage Board - Designation 101
3. L.A. Union Passenger Terminal -
4. (Owners of the property)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 41 **UTM NOT VERIFIED**

QUADRANGLE NAME Los Angeles, California QUADRANGLE SCALE 1:24000

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	11	386220	3768600
B	11	385850	3768680
C	11	385920	3769060
D	11	386150	3768980
E	11	386200	3769110
F	11	386140	3769140
G	11	386260	3769260
H	11	386300	3769220

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: Ruben Lovret, City Planner

ORGANIZATION: Los Angeles City Planning Department

DATE: August, 1978

STREET & NUMBER: Room 605, City Hall

TELEPHONE: (213) 485-3744

CITY OR TOWN: Los Angeles,

STATE: California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X STATE ____ LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Kenneth Ellerbe

TITLE

DATE 8/22/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 11/13/80

KEEPER OF THE NATIONAL REGISTER

ATTEST: Patrick Andrus

DATE 10/29/80

CHIEF OF REGISTRATION

GPO 921-803

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED 4/3 1980

CONTINUATION SHEET ITEM NUMBER 4 PAGE 1

Mr. H. D. Fish, General Manager
The Atchison, Topeka and Santa Fe Railway Company
121 East Sixth Street, Room 640
Los Angeles, CA 90014

cc to:
Mr. Thomas I. McKnew, Jr.
General Attorney
The Atchinson, Topeka and Santa Fe Railroad Company
121 East Sixth Street
Los Angeles, CA 90014

ments to those arriving or departing by public transportation. These tile-roofed low-rise extensions have a scale approaching that of a residence and contribute greatly to the charm of the building.

Just east of the main waiting room is a spacious corridor in which the surface materials of the floors and walls in the main halls are continued. Surrounding this corridor on the other three sides are service facilities which extend under some of the track area. The tracks are reached by way of a tunnel that is at the same level as the station and which acts as a spine to a series of ramps that go up to the raised track level.

The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

The overall style of the station could be called "composite transitional". It was this quality which for several decades made the station look very up-to-date, while at the same time having strong links to the past.

The basic California Spanish Colonial theme was selected for the specific purpose of having the station blend with the El Pueblo de Los Angeles, the Birthplace of the City, which is just across Alameda Street (and is already in the National Register of Historic Places).

There has been no major remodeling since the station was built. Cleaning and painting are the main things that are needed to make it look like the original.

The boundaries described in this nomination and shown in the submitted maps are the original boundaries of the Station. Additional property was later purchased by the railroads along the eastern fringe, giving the Station frontage on four streets.

Structures and areas, other than those previously described, consist of the following:

1. The service areas just east of and on a similar level as the main Station are in two sections. On the north side is the baggage-handling area which has concrete walls and floors. A reduced portion of this area is still being used for baggage handling. On the south side is a mechanical equipment room and an area formerly used as a freight depot by the now defunct Pacific Electric Interurban Railway. This area also has concrete walls and floors and portions of it are being used for storage not related to the Station.

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2. In the upper level, above the service areas just described is a truck-height concrete platform, 60 feet wide and 800 feet long, roofed over by a steel shed-type roof. The platform is open on the east side and flanked by a row of industrial-type overhead doors along the west side. At each end of the platform is a two-story, flat-roofed office building of concrete construction, of no particular style but painted the same color as the main station building. These two small office buildings and the platform were formerly used by the Railway Express Agency when it was in operation.
3. Also in the upper level and over the pedestrian islands between the railroad tracks, are Y-shaped sheds consisting of corrugated-iron panels supported by steel columns, both of which are badly rusted and in need of cleaning and painting. These sheds provide protection from the sun and the rain and are expected to continue to be needed as long as the tracks are used for passenger trains.

The facilities above described have no special aesthetic value and are historical only to the extent that they served a utilitarian function as a part of the overall station, when it was in full operation. However, their location is such that any new development that takes place in their vicinity needs to be carefully designed so as to blend with the significant portion of the station, both aesthetically and functionally. That is the main reason why they have been included in the nomination.

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The first railroad station in Los Angeles (1869) was located near the southwest corner of the present Station site. This first station was used by newly arrived Anglo settlers who had traveled on sailing ships and came ashore at Wilmington. It was also used by Chinese laborers who lived in the nearby vicinity of the station and worked on farms served by the new rail line. The building of this rail line and station stimulated the construction of the Pico House Hotel facing the Old Plaza, also in 1869.

In 1876, Southern Pacific completed the first major rail line to come to Los Angeles. This new line ran along Alameda Street in front of the present Station and joined the Wilmington line in the vicinity of the original Station. The Wilmington line soon became a part of Southern Pacific and a new Southern Pacific Station was built a few blocks to the north. A few years later, when the Santa Fe and Union Pacific came to Los Angeles, they each built their own stations.

The construction of the present Station marked the end of a 30 year legal battle whereby the City of Los Angeles sought to force the three railroads serving the City to build one Union Station. Prior to 1939, Passenger trains ran along the middle of some of the City's most important streets, interfering with traffic and causing numerous accidents.

A Union Station, in the same vicinity as the present one, was first proposed in 1922 by the Allied Architects' Plan for the Los Angeles Civic Center. In then Chinatown had to be relocated to North Broadway and was named New Chinatown.

The completion of the present Station, plus the Terminal Annex Post Office immediately to the north, were considered very major achievements in Urban development and transportation at the time and both played an important role in the logistics of World War II, particularly the later phase which was centered in the Pacific.

During the period of its peak use, during World War II and the years immediately following, the present Station had 30 scheduled trains coming in and 30 going out, for a total of 60. However, during this period a great majority of these trains had two "sections" meaning two separate, complete trains operating on the same schedule, for a grand total of more than 100 trains every 24 hours. These figures were obtained from the Superintendent of the Station.

As the metropolitan freeway network gradually took shape, once again Union Station found itself in the middle of the hub of the latest ground transportation system. A number of recent studies have indicated that the most logical place to locate a very modern Multi-Modal Transportation Center is where the proposed El Monte Busway extension would converge with the existing railroad tracks that serve Union Station. Plans are proceeding on that basis and include a possible subway and an elevated "people mover."

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Thus, the immediate vicinity of Union Station, not only has been the vortex of the area's gradually evolving land transportation system throughout most of the City's history, but is expected to continue that role far into the foreseeable future.

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The nominated property is bounded on the west by Alameda Street, on the east by a line 1200 feet from and parallel to Alameda Street, on the south by the Arcadia Street off-ramp of the Santa Ana Freeway, and on the north by Macy Street, except for a portion where the track area extends northerly in an irregular shape bounded on the north by Vignes Street.

FHR-8-300A
(11/78)

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DATE ENTERED NOV 13 1980

LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

Supplemental Information

The Los Angeles Union Passenger Terminal is significant for its role in the history of transportation in the city of Los Angeles and the United States. Its integrated design combined the passenger and express operations of three separate railroad companies into a single new terminal complex on a short dead-end track. The final product resulted from more than 20 years of litigation between the city, state, and the railroad companies. Prior to the construction of the unified terminal complex, Southern Pacific, the Atchison, Topeka, and Santa Fe, and the Los Angeles and Salt Lake (later the Union Pacific) owned their own depots at three different locations east of the central city, although Southern Pacific and Union Pacific later shared a single depot in the decade prior to the construction of LAUPT. Some of the trains were carried to their respective terminals through city streets at grade, creating a dangerous situation as automobile traffic increased. The incoming lines of the three companies were in relatively close proximity; the combination of the three into a single terminal appeared relatively easy. However, the railroad companies were opposed to attempts to combine their operations in a single terminal. Numerous legal battles finally culminated in the 1931 court decision which resulted in the construction of the new union terminal at a site immediately east of the Los Angeles Plaza. The type of terminal layout then became a major point of litigation, resulting in additional delays. Santa Fe favored a through terminal; the Union Station plan, however, was to create a stub-end terminal with all three lines consolidated on a short, dead-end trackage system. The operational disadvantages of utilizing this type of system was a major objection of the railroad companies. The stub-end system created an end-of-the-line station with the tracks ending at bumpers; it had been used in the construction of most of the major urban passenger terminals in the United States during the 19th and early 20th centuries. The LAUPT plan placed the main passenger terminal building at the side of the stub-end track network, with a series of ramps and an underground passage connecting the platforms with the waiting room.

The site selected for the new LAUPT complex was that of the old Chinatown area immediately east of the Los Angeles Plaza. The city favored this location, bringing the combined rail network into the center of the city near the civic center. Construction of the complex began in 1934 after the clearance of much of the old Chinatown. The first phase involved the construction of a large earth platform on the eastern portion of the property, elevating the track area 12 feet above Macy Street on the north and 16 feet above Aliso Street on the south. The ramps and pedestrian subway connection to the site of the main terminal building were also constructed in this early phase. However, a dispute over the proposed location of an adjacent postal facility caused further delay of the construction of the main terminal building. The Los Angeles Union Passenger Terminal finally opened on May 7, 1939.

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DATE ENTERED NOV 13 1980

LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

The LAUPT complex was the last major railroad terminal to be built in the United States. The complex is an integrated system of considerable architectural and historical merit resulting from years of effort to create a consolidated passenger terminal. The three major railroad lines were brought together over a set of throat tracks, with a carefully designed arrangement of turn-outs, cross-overs and double slip switches which permitted trains of each company to be routed to any track in the station at any time. The trains were shunted onto 16 tracks. Eight double ramps lead from the platforms to a subterranean tunnel which leads to the main waiting room. In addition, six tracks were constructed exclusively for express and baggage service. The terminal integrated passenger, baggage and express services to a high degree. Parcels and baggage were processed for transcontinental shipment in the support facilities immediately behind the main terminal building. Express parcels were brought in by truck to Railway Express loading docks on the second level. In addition, Pacific Electric Railway's freight box motor fleet utilized a part of the southern portion of the terminal property. A small freight service yard connected directly with the Railway Express building. Pacific Electric collected freight and parcels throughout the Los Angeles Basin, and centralized them at LAUPT for shipment throughout the United States; most passenger trains included a number of express and baggage cars.

The main architectural focus of the complex is the passenger station itself. The support facilities for baggage and parcel shipment immediately behind it are more utilitarian in appearance. The terminal complex is bordered by retaining walls on the north and south sides which reflect the Art Deco influences in the 1930's design. At the east end of the complex a large berm forms the border. The 500-foot pedestrian subway connects the main terminal building with the tracks; it is integrated structurally and visually into the design, using linear bands of subdued colors to unite the two areas. Colors chosen are those traditionally associated with the Southwestern deserts, including earth tone reds, oranges, yellows, and browns. Light fixtures of the 1930's period are placed in the ceiling leading to the eight sets of double ramps rising to the platforms between the tracks; the platforms are surmounted by the original butterfly sheds.

The Los Angeles Union Passenger Terminal was the destination and point of origin of a number of the country's most famous transcontinental trains of the period including Santa Fe's "El Capitan," "Super Chief," and "California Limited," Union Pacific's crack streamliner "City of Los Angeles" and the "California Limited," and Southern Pacific's "Golden State." Although built when rail passenger service was declining, the terminal saw a resurgence of rail travel during the Second World War. With the competition from the newly

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LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

developed Los Angeles International Airport in the 1950's, rail passenger service at LAUPT began a steady decline. The number of trains was reduced over the years. Today, LAUPT continues to function under the operation of Amtrak with several transcontinental trains operating from the station and six trains daily to San Diego. At present, the California Department of Transportation plans to increase passenger rail service in the Los Angeles-San Diego corridor; ridership on this route has increased substantially over the last several years.

The LAUPT complex retains a very high degree of its original design integrity as an integrated unit. The major alteration has been the removal of the former Pacific Electric Freight service yard at the south end of the complex and its replacement by an addition to the Railway Express Agency offices in the 1950's. The new addition was built in a style which repeated that of the earlier retaining wall at the ground level; the second level was built as a covered freight platform. This addition is not significant historically or architecturally to the LAUPT complex.

In summary, the Los Angeles Union Passenger Terminal complex is significant in the history of transportation in Los Angeles, the state, and the nation. Its integrated design reflects the historical evolution through years of litigation to consolidate three major railroads into a single terminal complex. In addition, the main passenger terminal building remains one of the great architectural statements of its time. With its high overall integrity, the Los Angeles Union Passenger Terminal complex still remains the "Last of the Great Stations."

SOURCES:

Bill Bradley, The Last of the Great Stations: 40 Years of the Los Angeles Union Passenger Terminal, Interurbans Special 72, Interurbans Publications, Glendale, California, 1979. 110 pp.

John A. Droege, Passenger Terminals and Trains, Kalmbach Publishing Company, Milwaukee, Wisconsin, 1969. 410 pp.

S. V. Meigs, "The Union Passenger Terminal, Los Angeles, California," unpublished manuscript, c. 1934. 30 pp.

Form No. 10-300a
(Rev. 10-74)

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Los Angeles Union Passenger Terminal

(ADDENDUM) (Original nomination)

CONTINUATION SHEET ITEM NUMBER PAGE

The boundaries described in this nomination and shown in the submitted maps are the original boundaries of the Station. Additional property was later purchased by the railroads along the eastern fringe, giving the Station frontage on four streets.

The area of the site had been a part of the original Pueblo de Los Angeles. The west half later became a part of the first Asian (Chinese) community in southern California. That community started shortly after the Gold Rush and was strengthened by additional settlers in the late 1860's when the first rail line in southern California was built. This line ran from Los Angeles to Wilmington along what is now Alameda Street. Most of the laborers who built the line were Chinese.

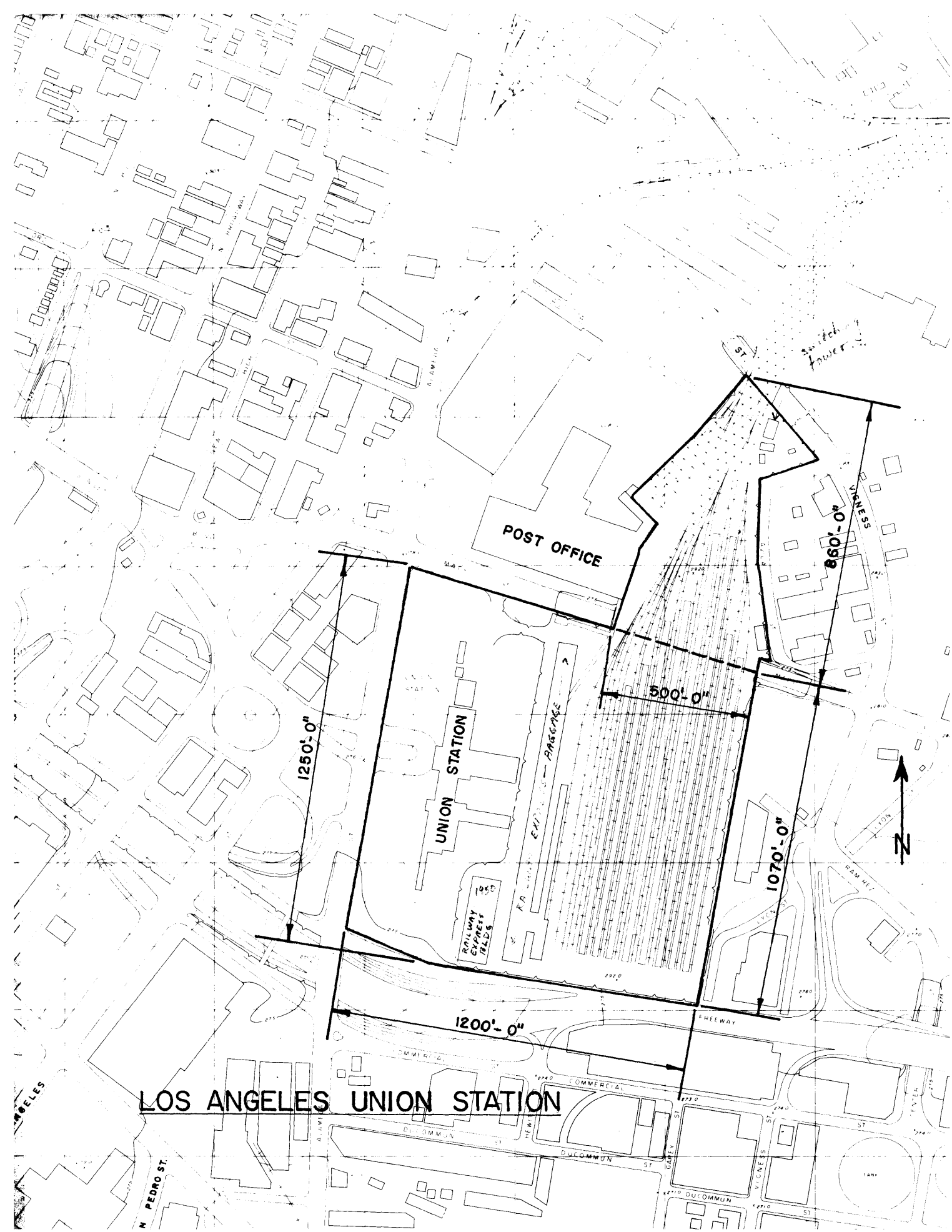
The first railroad station in Los Angeles (1869) was located near the southwest corner of the present Station site. This first station was used by new Anglo settlers who had traveled on sailing ships and came ashore at Wilmington. It was also used by Chinese laborers who lived in the nearby vicinity of the station and worked on farms served by the new rail line.

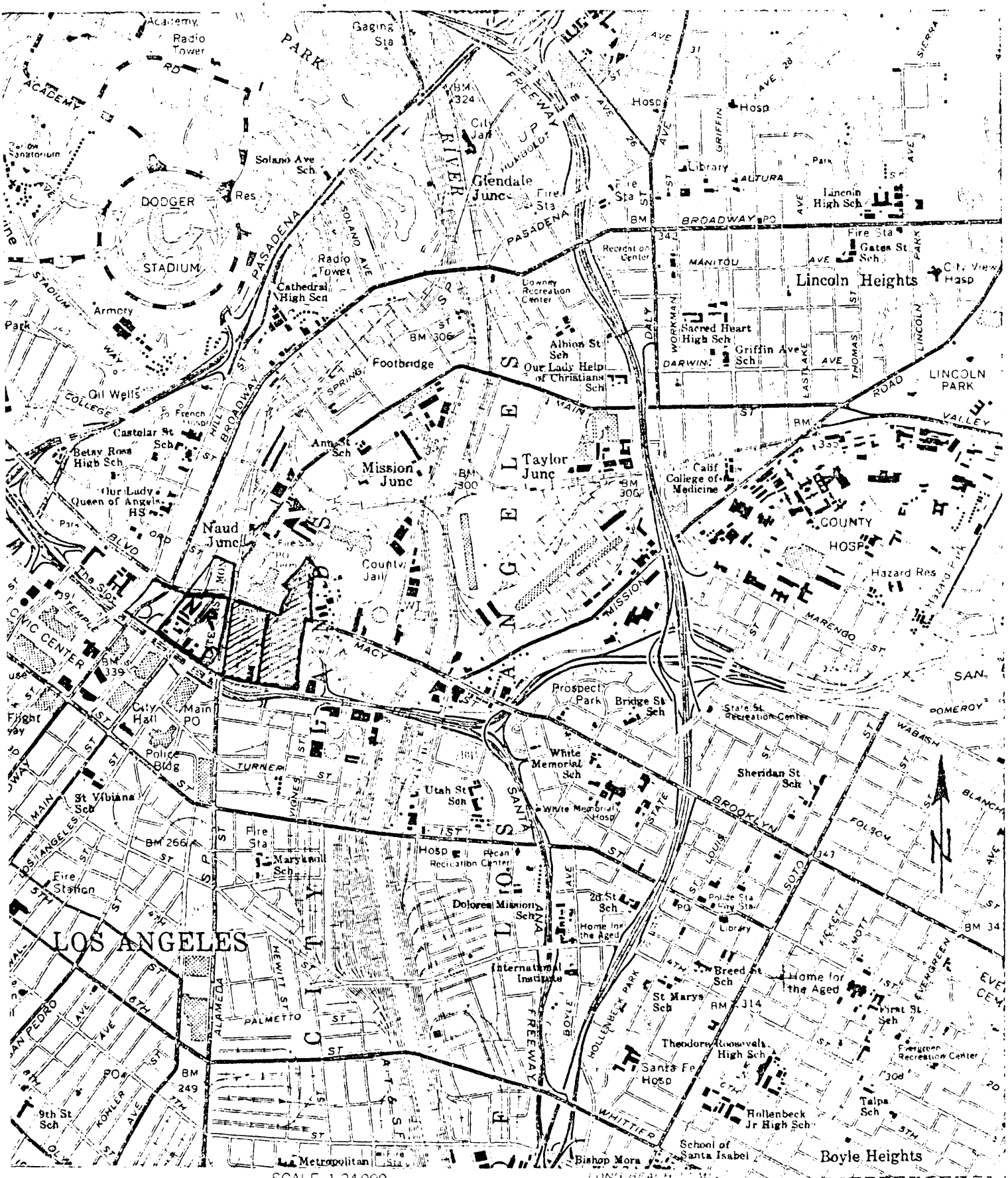
In 1876, Southern Pacific completed the first major rail line to come to Los Angeles. This new line ran along Alameda Street in front of the present Station and joined the Wilmington line in the vicinity of the original Station. The Wilmington line soon became a part of Southern Pacific and a new S. P. Station was built a few blocks to the north. A few years later, when the Santa Fe and Union Pacific came to Los Angeles, they each built their own stations.

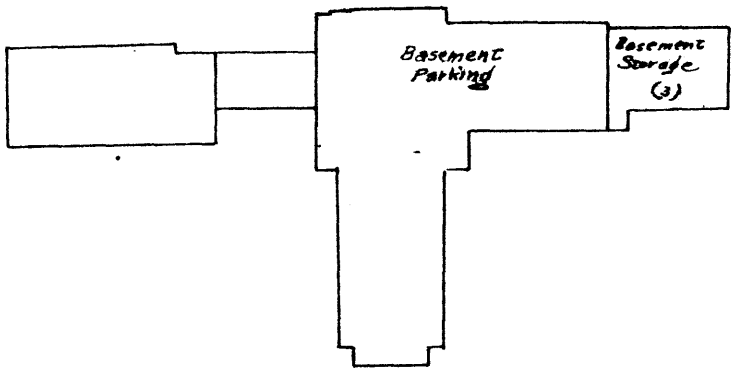
The construction of the present Station marked the end of a lengthy legal battle whereby the City of Los Angeles sought to force the three railroads serving the City to build one Union Station. Prior to 1939, passenger trains ran along the middle of some of the City's most important streets, interfering with traffic and causing numerous accidents.

A Union Station, in the same vicinity as the present one, was first proposed in 1922 by the Allied Architects' Plan for the Los Angeles Civic Center. In 1933, when the present Station site was cleared, a major portion of the then Chinatown had to be relocated to north Broadway and was named New Chinatown.

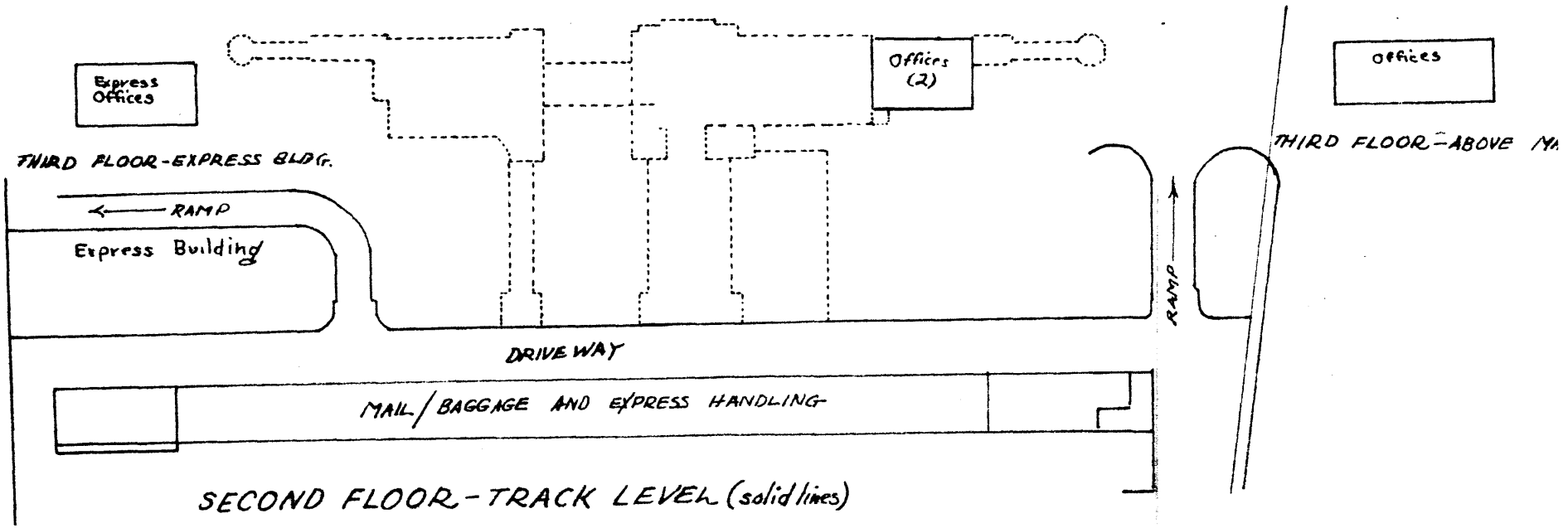
The completion of the present Station, plus the Terminal Annex Post Office immediately to the north, were considered very major achievements in urban development and transportation at the time and both


POST OFFICE
UNION STATION
RAILWAY EXPRESS BLDG
860'-0"
500'-0"
1250'-0"
1070'-0"
1200'-0"
VIGNESS
N
LOS ANGELES UNION STATION

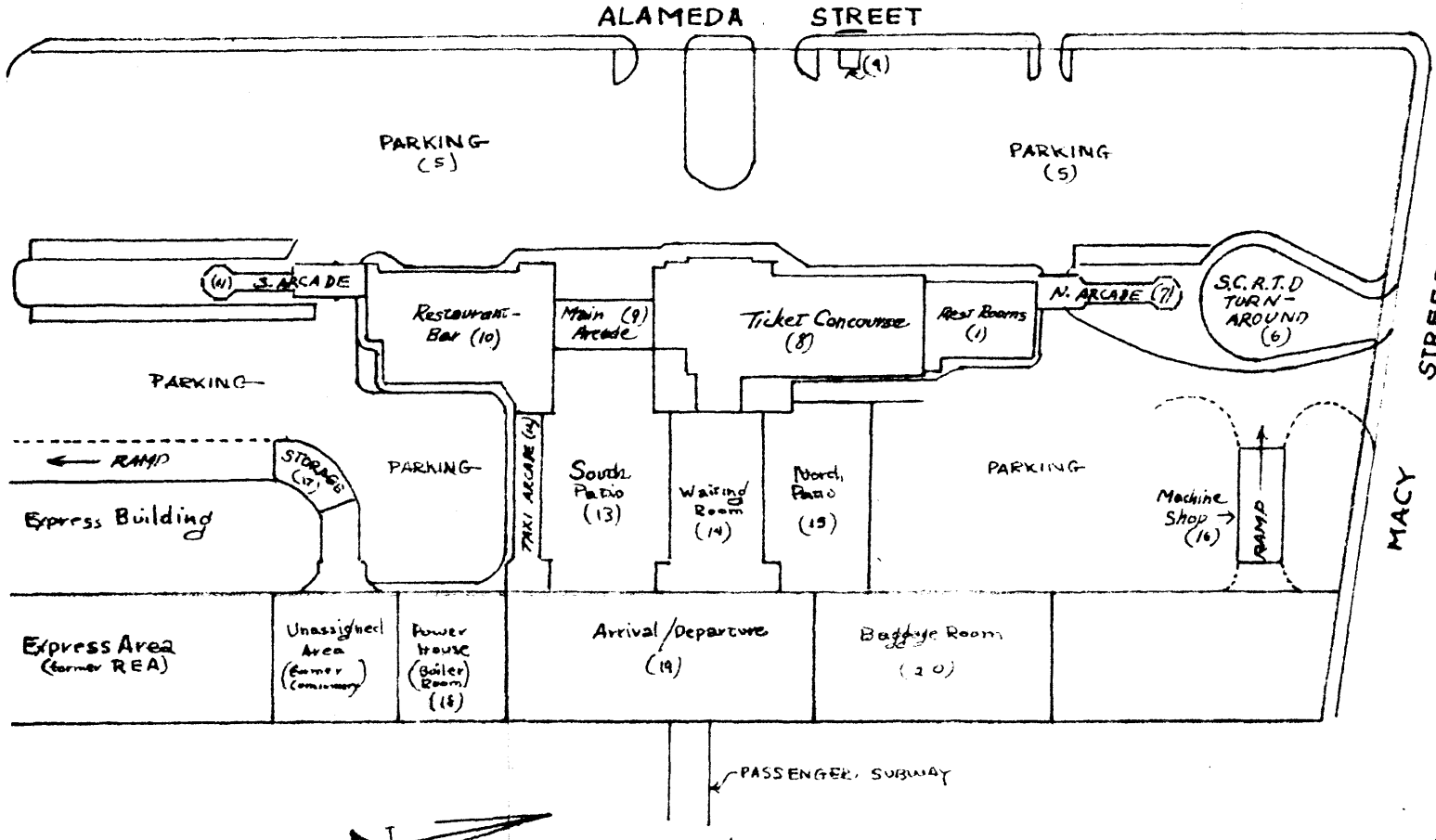

SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
LOS ANGELES
Glendale Junc
Lincoln Heights
Mission Junc
Taylor Junc
Naud Junc
Boyle Heights
LINCOLN PARK
COUNTY HOSP
DODGER STADIUM
Academy Radio Tower
Gaging Sta
Solano Ave Sch
Cathedral High Sch
Armory
Footbridge
Albion St Sch
Our Lady Help of Christians Sch
Sacred Heart High Sch
Griffin Ave Sch
Lincoln High Sch
Gates St Sch
Castelar St Sch
Betav Ross High Sch
Our Lady Queen of Angels HS
Oil Wells
City Hall
Main PO
Police Bldg
Fire Station
St Vibiana Sch
Maryknoll Sch
Utah St Sch
White Memorial Sch
White Memorial Hosp
Dolores Mission Sch
International Institute
Home for the Aged
Sheridan St Sch
Bridge St Sch
Prospect Park
State St Recreation Center
Pecan Recreation Center
Police Sta
City Jail
Hazard Res
Breed St Sch
St Marys Sch
Theodore Roosevelt High Sch
Santa Fe Hosp
Hollenbeck Jr High Sch
School of Santa Isabel
Talpa Sch
Evergreen Recreation Center
First St Sch
2d St Sch
9th St Sch
Metropolitan Fire Sta
Bishop Mora
Euclid Ave Sch
Jackson High Sch
Foothridge
BM 324
BM 306
BM 300
BM 339
BM 266
BM 249
BM 314
BM 289
PASADENA FREEWAY
HOLLENBECK PARK
BOYLE HEIGHTS
BROADWAY
MAIN ST
SPRING ST
MACY ST
MARENGO ST
WHITTIER BLVD
POMONA BLVD
EVERGREEN CEM



BASEMENT LEVEL



SECOND FLOOR - TRACK LEVEL (solid lines)



PLAN
FIRST FLOOR - STREET LEVEL

SCALE : 1" = 100'

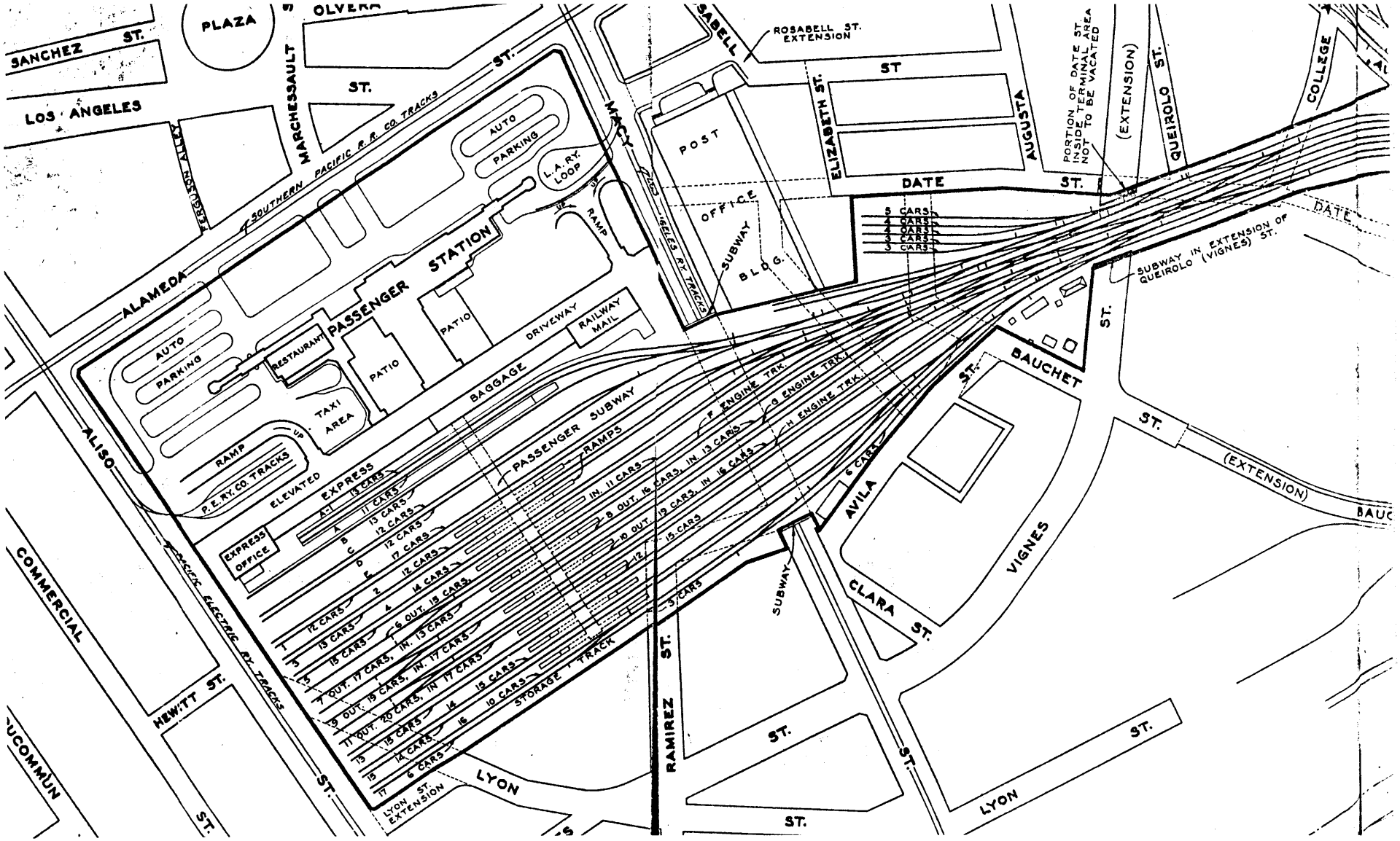
estimated areas = sq.ft.

1. Rest Rooms	4,850
2. Offices	4,850
3. Baseman/Storage	4,850
4. Photo Studio	350
5. Parking	–
6. S.C.R.T.D.	–
7. North Arcade	2,250
8. Ticket Concourse	22,630
9. Main Arcade	3,040
10. Restaurant	10,757
11. South Arcade	10,925
12. Taxi Arcade	8,750
13. South Patio	28,500
14. Waiting Room	13,621
15. North Patio	12,750
16. Machine Shop	3,920
17. Storage	3,000±
18. Power House	10,500
19. Arrival/Departure	26,093
20. Baggage	17,978
21.	–

Los Angeles Union Passenger Terminal

4-26-78

from SANTA FE Drawing No. 98-39602-2


PLAZA
SANCHEZ ST.
LOS ANGELES
OLVERA
ST.
MARCHESSAULT
ST.
SOUTHERN PACIFIC R.R. CO. TRACKS
AUTO PARKING
L.A.RY. LOOP
RAMP
MACY
MACY
POST
OFFICE
BLDG.
SUBWAY
ROSABELL ST. EXTENSION
ELIZABETH ST.
AUGUSTA
ST
DATE ST.
PORTION OF DATE ST. INSIDE TERMINAL AREA NOT TO BE VACATED
(EXTENSION)
QUEIROLO ST.
COLLEGE
5 CARS
4 CARS
4 CARS
3 CARS
3 CARS
DATE
SUBWAY IN EXTENSION OF QUEIROLO (VIGNES) ST.
ALAMEDA
PASSENGER STATION
AUTO PARKING
RESTAURANT
PATIO
PATIO
DRIVEWAY
RAILWAY MAIL
BAGGAGE
TAXI AREA
RAMP
P.E.RY.CO. TRACKS
ELEVATED
EXPRESS
PASSENGER SUBWAY
RAMPS
EXPRESS OFFICE
ALISO
PACIFIC ELECTRIC RY. TRACKS
F ENGINE TRK.
G ENGINE TRK.
H ENGINE TRK.
IN 11 CARS
8 OUT, 16 CARS, IN 13 CARS
9 OUT, 19 CARS, IN 16 CARS
10 OUT, 15 CARS
12 CARS
13 CARS
15 CARS
17 CARS
A
A-1
B
C
D
F
1
2
3
4
5
6
7
9
11
13
15
17
12 CARS
13 CARS
14 CARS
6 OUT, 13 CARS
7 OUT, 17 CARS, IN 13 CARS
9 OUT, 19 CARS, IN 17 CARS
11 OUT, 20 CARS, IN 17 CARS
18 CARS
14 CARS
6 CARS
16
15 CARS
10 CARS
STORAGE TRACK
5 CARS
BAUCHET
ST.
AVILA
5 CARS
VIGNES
CLARA
ST.
SUBWAY
(EXTENSION)
BAUC
COMMERCIAL
HEWITT ST.
ST.
RAMIREZ ST.
LYON ST. EXTENSION
LYON
ST.
ST.
ST.
LYON
ST.

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

PRIMARY RECORD

Primary # _____
HRI #
Trinomial
NRHP Status Code 6Y, 6Z

Other Listing Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) US 101 Slot (Santa Ana Freeway)
P1. Other Identifier: U.S. Highway 101 from Grand Avenue to North Vignes Street

***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** ; ☐ **of** ☐ **of Sec** ; **B.M.**
- c. Address Grand Avenue to the west and Vignes Street to the east. City: Los Angeles Zip: 90012
- d. UTM: (Give more than one for large and/or linear resources) 34°03'19.64"N /118°14'22.12"W, 34°03'31.91"N / 118°14'44.32" W 34°03'19.02"N / 118°13'55.42"W
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate) U.S. 101 postmile range, approx. PM LA-101-1.3 to PM LA-101-0.7.

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

The section of the US 101 (Santa Ana Freeway) commonly referred to as the "Slot" contains roughly the section of the freeway located between Grand Avenue (approx. PM LA-101-1.3) and North Vignes Street (approx. PM LA-101-0.7). The Slot is clad in a combination of asphalt and cement and features multiple on/off ramps and overpasses. For the purposes of this study, each overpass will identify the end of one segment and the beginning of another within the Slot. The various segments of the Slot are described below.

Note- historically, the eastern boundary of the US 101 Slot was Lyon Street, which no longer exists, therefore the most eastern boundary of the subject resource is North Vignes Street, based on the City street system in 2016.

Grand Avenue and Hill Street

The segment located between Grand Avenue and Hill Street currently contains five traffic lanes on either side. The opposing lanes of traffic are divided by a raised concrete median strip. While vegetation is extant on both sides of this segment, the south side contains merely of short shrubs and the north side contains a mixture of trees and shrubs of various types and sizes. Numerous structures located on Temple Street are visible on the south and south-east of this section (see Photograph 1 on page 6 of 14). **(See Continuation Sheet, page 5 of 14)**

***P3b. Resource Attributes:** (List attributes and codes) HP37. Highway

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

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

P5b. Description of Photo: (view, date, accession#) Overview of the US 101 Slot (Grand and Hill Segment), View to East, 2016

***P6. Date Constructed/Age and Source:** ■ Historic ☐Prehistoric ☐Both
1950 and 1952 (as-built plans)

***P7. Owner and Address:**
Caltrans
District 7, 100 S. Main Street
Los Angeles, CA 90012

***P8. Recorded by:** (Name, affiliation, and address)
Salli Hosseini M.A.H.P.
ICF International, 601 West 5th Street, #900
Los Angeles, CA 90071

***P9. Date Recorded:**
08/11/2016

***P10. Survey Type:** (Describe)
Intensive, Section 106 Project Review

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Link US Historical Resources Evaluation Report

***Attachments:** ☐NONE ■Location 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

DPR 523A ***Required information**

***NRHP Status Code** 6Y, 6Z

***Resource Name or #** (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

B1. Historic Name: Santa Ana/Ramona Freeway
B2. Common Name: US 101 Slot (Santa Ana Freeway)
B3. Original Use: Freeway B4. Present Use: Freeway
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The original segment of the Slot was constructed in 1950 and contains the area east of Grand Avenue and west of Los Angeles Street (Figure 1). The remainder of the Slot (east of Los Angeles Street to the no longer extant Lyon Street was constructed in 1952. The following paragraphs summarize the Slot's construction history based on original construction plans viewed at the Caltrans archives at District 7, and historic photographs found at the Los Angeles Public Library online photo database.

(See Continuation Sheets- pages 11-12 of 14)

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:**

B9a. Architect: George T. McCoy (Civil Engineer) b. Builder: Caltrans
***B10. Significance: Theme** Transportation **Area:** Downtown Los Angeles
Period of Significance 1950-1952 **Property Type** Highway **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic aerial photographs of the US 101 Slot are available for the years 1948, 1952, 1964, 1972, 1980, 1994, 2003, 2004, 2005, 2009, 2010, and 2012 (NETR 2012). By 1948, the site of the current Slot merely contained city roads and the surrounding area consisted of commercial and industrial developments on all sides. By 1952, the segment of the Slot east of Grand Avenue to Los Angeles Street was completed. Also by the same year, a number of new developments appear to the east, south and north of Alameda Street. The properties previously on the site of the Cathedral of Our Lady of Angels were demolished by 1952. By 1964, the Alameda Street overpass as well as the rest of the Slot to the east of Los Angeles Street was constructed. By then, the surrounding area appears more developed. By 1972, no changes appear to the Slot and more developments appear in the surrounding area. By 1980, the Slot appears wider; no significant changes are noted to the surrounding area. By 1994, no further significant changes appear have been made to the Slot, or the surrounding area. By 2003, the on/off ramp east of Alameda Street appears wider, and the Cathedral of Our Lady of Angels was constructed. Historic aerial photographs from 2004 do not reveal significant changes to the Slot; new developments appear on the north side between Grand Avenue and Hill Street. Historic aerial photographs from 2005 do not reveal significant changes to the Slot or the surrounding area. By 2009, the Gold Line light rail overpass from Alameda Street to Union Station was completed. Historic aerial photographs from 2010 and 2012 do not reveal any changes to the Slot or the surrounding area.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
See Continuation Sheet 14 of 14.

B13. Remarks:
None.

***B14. Evaluator:** Salli Hosseini M.A.H.P
***Date of Evaluation:** August 11, 2016

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

Google Earth, 2016

L1. Historic and/or Common Name: US 101 Slot (Santa Ana Freeway)

L2a. Portion Described: ■ Entire Resource □ Segment □Point Observation **Designation**:

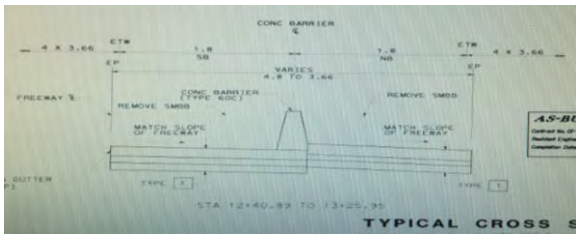
b. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
34°03'19.64"N /118°14'22.12"W (Google Earth)
US 101 (Santa Ana Freeway) Grand Avenue to the west and North Vignes Street to the east. PM 0.3-0.7.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) Features such as retaining walls, overpasses, on and off ramps, reinforced concrete walls, as well as concrete support beams and median strips appear along the Slot. Most segments are paved in concrete..

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width:** 0.03- 0.06 miles (modified since original construction)
- **b. Bottom Width:** 0.03- 0.06 miles (modified since original construction)
- **c. Height or Depth:** N/A
- **d. Length of Segment:** 0.47 miles from Grand Avenue to slightly east of Los Angeles Street and 0.34 miles from east of Los Angeles Street to North Vignes Street (As-built plans 1950 and 1952). Total length of the Slot is approximately 1.28 miles.

L5. Associated Resources: None.

L4e. Sketch of Cross-Section (include scale) Facing:



Typical cross section of concrete barrier, as-built plans, 2004- not to scale

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.):

A number of retaining walls and slopes (north and south) feature vegetation such as vines and shrubs. Trees of various types and sizes also appear throughout the Slot.

L8a. Photograph, Map or Drawing

L7.Integrity Considerations:
See discussion on Continuation Sheet, page 9 of 14.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.) Overview of US 101 Slot in 1951, view to west (LAPL)

L9. Remarks:
None

L10. Form Prepared by: (Name, affiliation, and address)
Salli Hosseini M.A.H.P.
ICF International
601 West 5th Street, #900
Los Angeles, CA 90071

L11. Date: 08/11/2016

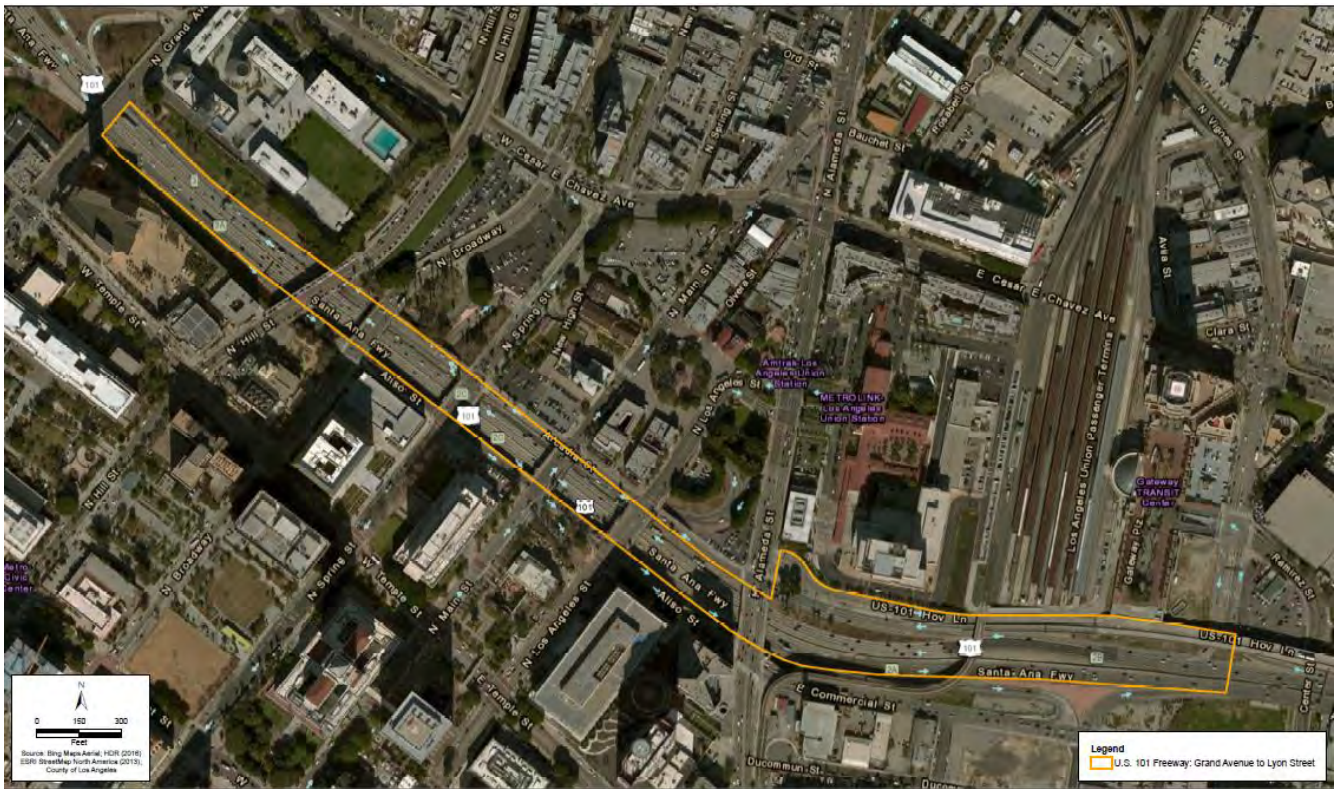
State of California ♁ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

LOCATION MAP

Property Name: US 101 Slot (Santa Ana Freeway)
Page **4** of **15**

***Map Name:** Bing Maps Aerial ***Scale:** See legend ***Date of map:** 8/15/2016



Continued from P3a. Description:

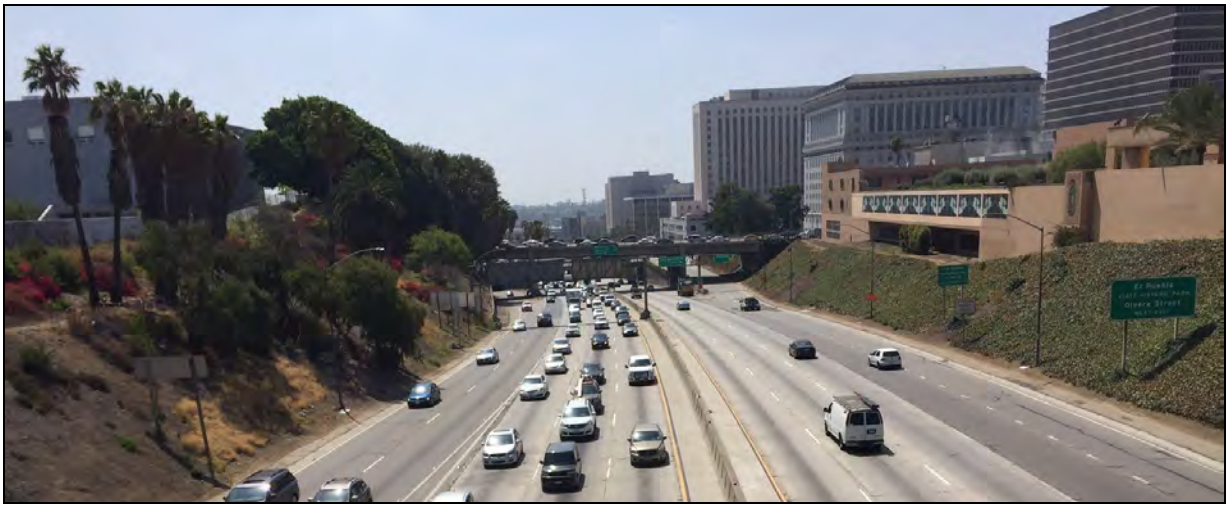
Hill and Broadway Street
The segment of the Slot located between Hill Street (PM LA-101-1.13) and Broadway (PM LA-101-1.08) contains four traffic lanes on either side, with an additional one lane granting access to Broadway Street on the east and Hill Street on the west side. The opposing lanes of traffic are divided by a raised concrete median strip. The vegetation on the north side of this section contains of a mixture of shrubs and trees of various types and sizes, while the south side is sporadically covered in low shrubs. Numerous structures are visible along the north and south sides (Photograph 2, page 6 of 14).

Broadway and Spring Street
The segment located between Broadway (PM LA-101-1.08) and Spring Street (PM LA-101-1.01) is more narrow compared to the previous section and contains four traffic lanes on either side. The opposing lanes of traffic are also divided by a raised concrete median strip featuring decorative architectural patterns. The north wall features a mural, and numerous trees of various types and sizes appear along Arcadia Street (Photograph 3, page 7 of 14).

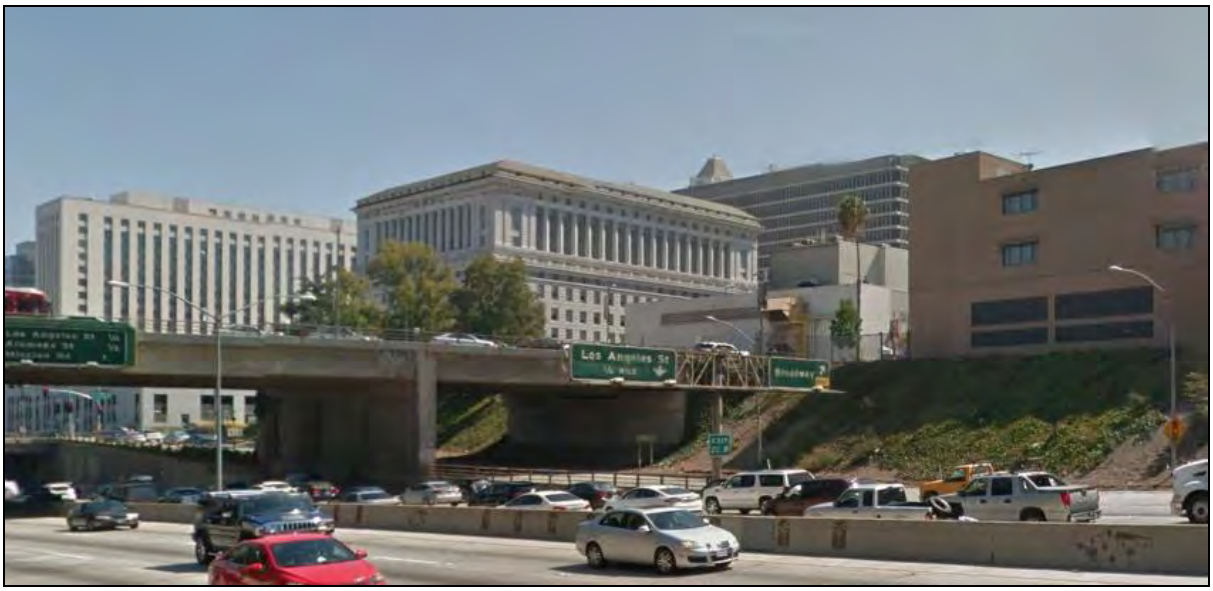
Spring and Main Street
The segment located between Spring Street (PM LA-101-1.01) and Main Street (PM LA-101-0.93) contains four traffic lanes on either side. The opposing lanes of traffic are divided by a raised concrete median strip featuring decorative palm tree patterns. The north and south wall in this segment of the Slot feature a number of murals, and palm trees are planted along both walls. A number of buildings are also visible on the south side, along Aliso Street. Various types of trees are also featured on the north side, along Arcadia Street (Photograph 4, page 7 of 14).

Main and Los Angeles Street
The segment located between Main Street (PM LA-101-0.93) and Los Angeles Street (PM LA-101-0.87) contains four traffic lanes on either side. The opposing lanes of traffic are divided by a raised concrete median strip. The Los Angeles Street overpass is supported by reinforced concrete walls on both ends and squared concrete support beams in the middle. A number of palm trees are located towards the north-east corner of this segment of the Slot. Multiple structures located on Arcadia and Alameda streets are visible on the north and east Photograph 5, page 8 of 14).

Los Angeles and North Vignes Street
The segment located between Los Angeles Street (PM LA-101-0.87) and North Vignes Street (approx. PM LA-101-0.7) features retaining walls, slopes and chain-link fences as well as a variety of vegetation along the north and south sides. A number of structures also appear along Commercial Street and on the same block as Union Station. A raised concrete median strip featuring decorative architectural patterns divides the opposing lanes of traffic (Photograph 6, page 8 of 14).



Photograph 1. US 101 Slot, Grand and Hill, view to east, July 2016. [Compare to Photograph 7]

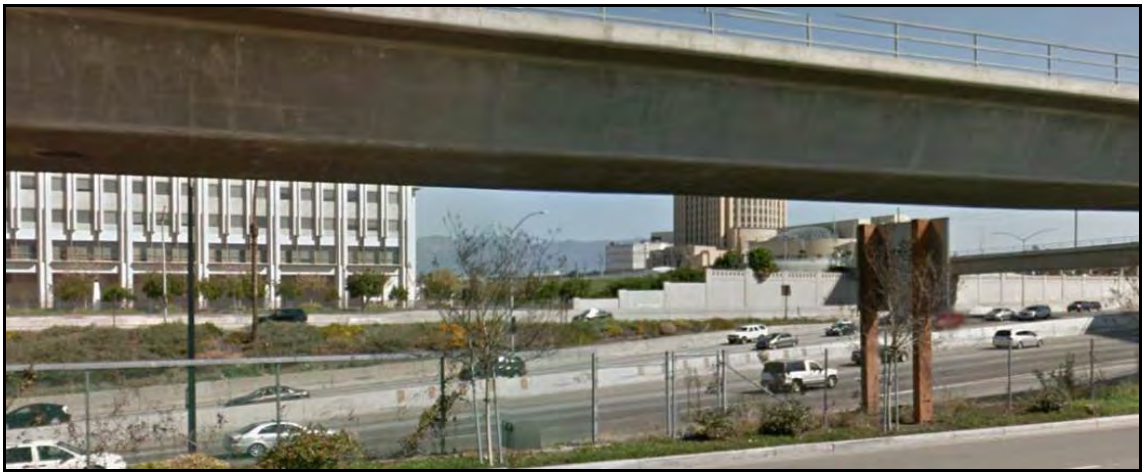


Photograph 2. US 101 Slot, Hill and Broadway, view to south-east, July 2016. [Compare to Photograph 8]

Photograph 3. US 101 Slot, Broadway and Spring, view to north-west, July 2016. [Compare to Photograph 9]

Photograph 4. US 101 Slot, US 101 Slot, Spring and Main, view to west, July 2016

Photograph 5. US 101 Slot, Main and Los Angeles, view to north-east, July 2016. [Compare to Photograph 10]



Photograph 6. US 101 Slot, Los Angeles and N. Vignes Street, view to northeast, July 2016

Continued from *B6. Construction History

Alterations to the US 101 Slot:

- Widening and resurfacing (1958)
- Widening (1978)
- Busway addition (1990)
- Median barrier upgrade (2004)
- Redesigning Freeway and ramps (2008)

As-built plans reveal that the segment of the Slot located between Los Angeles Street and slightly east of the no longer extant Lyon Street was constructed in 1952 (Figure 2). As part of the new construction, the existing pavement, rails and ties were removed from the Los Angeles Street on-ramp, and new curbs and retaining walls were constructed on both sides of the freeway. Additionally, waterline crossovers, caps and gutters were placed in various sections, and concrete plant-mixed surfacing was placed along both sides of the freeway. Median islands were also constructed to divide east and west bound traffic lanes, and a chain-link fence was constructed west of Aliso Street (As-built plans 1952).

As-built plans reveal that the Slot was subject to modifications in 1958. During this project, changes were made to the areas including the Spring Street off-ramp, Los Angeles to Alameda Street, and Alameda Street off-ramps. These sections were subject to widening and resurfacing, as part of which the curbs were modified. The storm drains were also relocated as part of this project (As-built plans 1958).

According to Caltrans archives, the Slot was also subject to widening in 1978; the as-built plans for the 1978 widening were not obtained.

As-built plans dating to 1990 reveal that the El Monte Busway was added on the US 101 from the Route 10 Spur to Alameda Street. The busway runs parallel to the freeway and crosses Alameda Street to the east and connects to Union Station. As a result of the busway project, the US101 was “cold planed” and resurfaced and Alameda Street was widened (As-built plans 1990).

As-built plans reveal that the segment located between Grand Avenue and Alameda Street was subject to modifications in 2004. During this time, the existing curb, gutter and median island were removed and replaced by a raised concrete median strip (As-built plans 2004). A review of historic photographs of the Slot from the 1950s, confirm this modification in some segments of the Slot.

As-built plans obtained Caltrans reveal that the segment located east of Alameda Street was subject to modifications in 2008. During this project, median islands were replaced and the curbs, sidewalks and gutters were modified. Additionally, column posts in the Eastside light rail underpass were modified and utility poles and fire hydrants were relocated. Furthermore, the existing precast concrete and brick manholes were modified. Also as part of the 2008 redesigning project, various patterns such as building and palm tree patterns were applied on the raised concrete median strip (As-built plans 2008).

Furthermore, historic photographs of the Slot found at the Los Angeles Public Library reveal additional changes. Historic photographs from 1955 reveal that the segment located between Grand Avenue and Hill Street has been subject to a number of landscape modifications; the shrubs originally located on the north side of the Slot have since been replaced by a mixture of trees and shrubs. Furthermore, the buildings on the north, south, and east sides have been either replaced or are obstructed by new developments and vegetation (Photograph 7, page 11 of 13). Similar changes in landscape and setting appear in most segments of the slot. Historic Photographs (1955) of the segment located between Hill and Broadway streets reveal that new developments such as the Cathedral of Our Lady of the Angels have obstructed views of other structures from this part of the freeway. The same photographs reveal that the original round and slightly embellished light poles have since been replaced by a simpler design (Photograph 8, page 11 of 14). Furthermore, Historic photographs from 1958 reveal that the segment located between Spring Street and Broadway has been subject to a number of modifications. A mural has since been installed on part of the north wall and large trees have been planted along Arcadia Street, obstructing view of the structures from this segment of the Slot (Photograph 9, page 12 of 14). These murals are not being evaluated for NRHP/CRHR criteria as part of this analysis of the US 101 structure.

Historic photographs from 1951 reveal that the segment located east of Main Street has been subject to a number of modifications, for example, change of a landscaped median to K-rail, introduction of the El Monte Busway, and introduction of the Gold Line light rail transit guideway. Also, the incline beginning east of the Los Angeles Street overpass has been leveled, structures have been replaced and new vegetation has been added along Arcadia Street (Photograph 10, page 12 of 14).

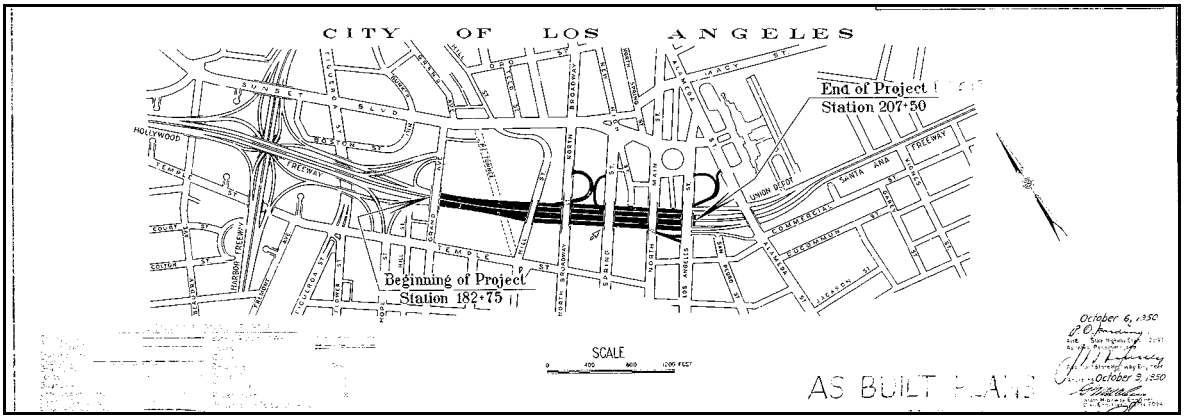


Figure 1. Plan overview of 1950 construction (source: Caltrans)

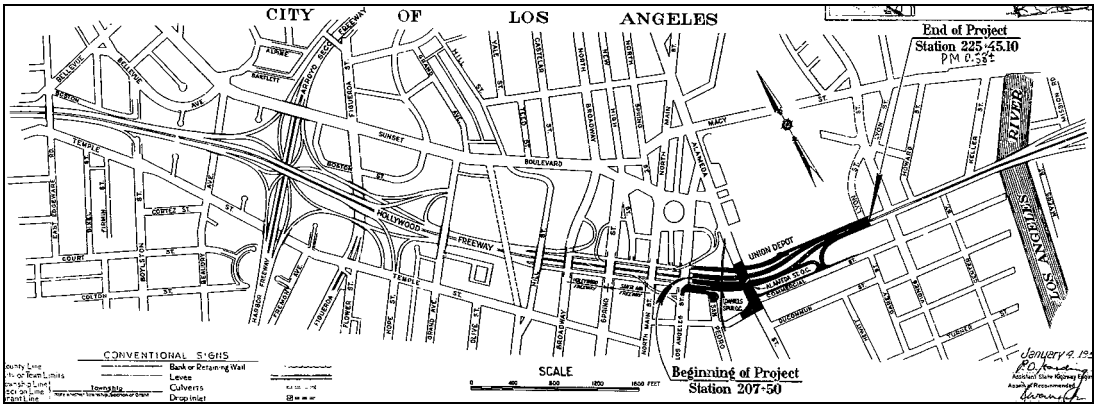


Figure 2. Plan overview of 1952 construction (source: Caltrans)

Photograph 7. US 101 Slot, Grand and Hill, view to east, 1955 (LAPL No. 00110008). [Compare to Photograph 1]

Photograph 8. US 101 Slot, Hill and Broadway, view to south-east, 1955 (LAPL No. 00110010)

Photograph 9. US 101 Slot, Broadway and Spring, view to north-west, 1958 (LAPL No. 00110078)

Photograph 10. US 101 Slot under construction, Main and Los Angeles, view to north-east, 1951 (LAPL No. 00109991)

National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) Significance Evaluation

Argument under NRHP/CRHR criteria A/1: The US 101 Slot is a notable engineering achievement dating back to the late 1940s and early 1950s. As part of the larger Santa Ana Freeway, the US 101 Slot is connected to a number of major freeways and was designed to grant vehicular access from other parts of Los Angeles to the downtown area. While the US 101 is not the earliest example of a California freeway (The Arroyo Seco Parkway/Los Angeles 110 built in 1940 was the first freeway in California, it is among the earliest California freeways (Jobson and Antell 2006). The US 101 (Santa Ana Freeway) was adopted by the California Highway Commission and declared a Freeway by resolution of the California Highway Commission in 1941 (as-built plans 1950, 1952). Due to its engineering and design, the US 101 Slot was not only a remarkable engineering example at the time of its construction, but it also played a significant role in redirecting vehicular traffic in the Los Angeles and specifically downtown area. However, the US 101 Slot has been so significantly modified over the years, that it no longer conveys the character defining features of its original design and layout. Therefore, the US 101 Slot does not appear to be eligible under NRHP/CRHR criteria A/1.

Argument under NRHP/CRHR criteria B/2: The US 101 Slot was a publicly funded transportation project, and does not have a clear association with an individual person significant in our past. Regardless, the US 101 Slot has been so significantly altered that it does not appear eligible under NRHP/CRHR criteria B/2.

Argument under NRHP/CRHR criteria C/3: The US 101 Slot is a segment of the larger US 101 (Santa Ana Freeway) system.The original section of the Slot was constructed in 1950 and the remainder of the Slot was later constructed in 1952 (as-built plans). As-built plans reveal that the 1950 and 1952 construction of the US 101 Slot was designed by civil engineer George T. McCoy. George McCoy was a long-term California State Highway Engineer and president of the American Association of State Highway Officials (American Bar Association Journal 1957). Although McCoy was a noteworthy engineer, archival research failed to reveal the US 101 Slot as a noteworthy example of his work. As-built plans obtained from Caltrans reveal that the US 101 Slot has been subject to a number of significant alterations since the original date of its construction.The alterations included widening and resurfacing of most areas in 1953 and once again in 1978, a busway addition in parts of the Los Angeles to North Vignes Street segment of the Slot in 1990, replacement of the median barriers in 2004, and redesigning the freeway and ramps in 2008, all of which have contributed to loss of integrity, materials, and feeling of the Slot. Furthermore, review of historic photographs dating to the 1950's reveal that the US 101 Slot has been subject to significant changes in its landscaping, such that the original landsape design is no longer extant (see *B6. Construction History). As such, the integrity of the US 101 Slot has been so heavily compromised that it no longer conveys the character defining features of its original design. Therefore, the US 101 Slot does not appear eligible under NRHP/CRHR criteria C/3.

Argument under NRHP/CRHR Criteria D/4: The US 101 Slot is not likely to yield information important in prehistory or history, therefore it does not appear eligible under NRHP/CRHR Criteria D/4.

References

American Bar Association Journal. 1957. Volume 43. 1. Page 94. January 1957.

As-built plans. 1950. Sheet No. 1 “Title Sheet”. Caltrans.

As-built plans. 1952. Caltrans.

Sheet No. 1. “Title Sheet”

Sheet No. 5. “Plan and Profile”

Sheet No. 7. “Plan and Profile”

As-built plans. 1954. Caltrans.

Sheet No. 1. “Title Sheet”

Sheet No. 4-13. “Plan and Profile”

As-built plans. 1958. Caltrans.

Sheet No. 2. “Typical Cross Sections”

Sheet No. 4. “Resurfacing Area”

Sheet No. 5. “Plan and Profile”

Sheet No. 6. “Storm Drains Plan and Profile”

As-built plans. 1990. Caltrans.

Sheet No. 1. “Title and Location Map”

Sheet No. 2-3. “Typical Cross Sections”

Sheet No. 5-8. “Construction Details”

As-built plans. 2004. Caltrans.

As-built plans. 2008. Caltrans.

Sheet No. 1. “Title and Location Map”

Sheet No. 20. “Construction Details-Concrete Barrier”

Sheet No. 23A. “Construction Details”

Sheet No. 27. “Construction Details”

Sheet No. 34. “Construction Details-Architectural Treatment”

Jobson, Ross and Antell, Peter. 2006. “California: Leader in Limited-Access Highways”. *Interstate 50; 50 years of the Dwight D. Eisenhower National System of Interstate and Defense Highways*. Page 117. Faircount LLC.

NETR (National Environmental Title Research, LLC). 2016. Address search for Union Station, Los Angeles, CA. Accessed August 5, 2016. http://www.historicaerials.com/

Address: (Location): Spanning the Los Angeles River from approximately Mission Road at the east to Vignes Street at the west

Bridge Number: 53C 0130

Present Use: (Vehicular) Bridge

Historic Name: Macy Street Viaduct

Owner and Address: City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

The Cesar Chavez Viaduct, historically named the Macy Street Viaduct, was previously evaluated in 1986, and was determined eligible for inclusion in the NRHP at the local level of significance under Criteria A and C (period of significance 1926), as a result of the Caltrans Historic Bridge Survey (HBS). The Cesar Chavez Viaduct was declared as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 224). The Viaduct was determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was assigned as 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

A site visit was conducted on August 11, 2016 to verify existing conditions of the structure located over the Los Angeles River. The previous survey information including its 2S2 status code, remains accurate.

Looking northeast, Photo #7066, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 6Y2 - Pending SHPO Concurrence
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: I-101 Bridge over the Los Angeles River
P1. Other Identifier: Aliso Street Bridge, Bridge #53-0405
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T___; R___; ___ 1/4 of ___ 1/4 of Sec___; _____ B.M.
c. Address Aliso St City Los Angeles Zip 90033
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro
APE Map ID# 6

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This was originally a concrete open spandrel arch bridge; some of the spandral arches were filled in with concrete as a of a seismic retrofitting project. The main span over the Los Angeles River measured 222 feet at the time of its dedicat in 1944. The overall length at the time of construction was 3123 feet (measured from the west approach to the connect at Ramona Boulevard). The bridge currently carries eight lanes of traffic in both directions.

* P3b. Resource Attributes: (List attributes and codes) HP19 Bridge
* P4. Resources Present: ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, etc.)
Looking north from Keller St., on east of LA River. 11/6/02. Photo IMG_2252

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1944 Orig. construction completed
1951 PE Tracks removed

* P7. Owner and Address:
Caltrans
120 S. Spring Street
Los Angeles, CA 90012
S--State

* P8. Recorded by: (Name, affiliation, address)
Jessica B. Feldman
Myra L. Frank & Associates
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 11/7/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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) _____

DPR 523A (1/95) * Required Informatio

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

Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 6Y2- Pending SHPO Concurrence

* Resource Name or #: I-101 Bridge over the Los Angeles River

B1. Historic Name: Aliso Street Viaduct; Bridge #53-0405

B2. Common Name: I-101 Bridge over Los Angeles River

B3. Original Use: Bridge B4. Present Use: Bridge

* B5. Architectural Style: Freeway Style

* B6. Construction History: (Construction date, alterations, and date of alterations.)
This bridge was constructed beginning in 1939 but work was discontinued until February 1943 and was completed in September 1944. Originall the structure was an open spandral bridge; however, the spandrals were filled with concrete (date unknown, but possibly 1990s).

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

* B8. Related Features:
Los Angeles River. Metro Rail train tracks, and various other tracks. US 101 (Freeway 101).

B9a. Architect: City of Los Angeles Engineers b. Builder: WPA

* B10. Significance: Theme Transportation Area Downtown Los Angeles
Period of Significance 1939-1944 Property Type Bridge Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Aliso Street is one of the oldest extant street in Los Angeles, named for the famous "Aliso Tree" (sycamore) that grew the street of Jean Louis Vignes' adobe. Much of Aliso Street would eventually become part of the San Bernardino Free in the middle of the twentieth century, but the road was a major transportation route as early as the turn of the century. connected east Los Angeles to downtown and the growing west side of the city. A bridge across the Los Angeles Rive Aliso Street was constructed in 1904, and due to the growing traffic on either side of the river and the construction of th Union Passenger Terminal at the western terminus of the bridge, it was scheduled to be replaced in 1923. Funds for the bridge were used instead for the Sixth Street Project. By 1939, funds from the Works Project Administration became available to replace the 1904 bridge. By this time, city planners were considering the role of the new viaduct in the lon range plans for a proposed freeway system for the area. It was therefore designed with this function in mind: to provid direct transportation route between Ramona Boulevard and East Los Angeles to the Los Angeles Civic Center (and Downtown) and eventually to connect to the Hollywood Parkway. It was expected that this bridge would make possib great east and west route between Los Angeles and Pomona and to eventually be joined with the proposed Santa Ana Freeway to the southeast. Formal dedication of the bridge occurred on August 11, 1944. (See Continuation Sheet)

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

* B12. References:
Southwest Builder and Contractor (3/7/41, p.18-20; 5/1/42 p.20-24 and 27; 9/1/44, p. 24-28)

California Department of Transportation Historic Bridge Inventory, accessed 10/1/01

Los Angeles Public Library, Photo Database

B13. Remarks:

* B14. Evaluator: Jessica B. Feldman
Date of Evaluation: 11/6/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

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

CONTINUATION SHEET

Primary # _____
HR # _____
Trinomial _____

Page 3 of 3 * Resource Name or #: (Assigned by recorder) I-101 Bridge over the Los Angeles River

* Recorded by: Jessica B. Feldman * Date: 11/7/2002

☐ Continuation ☐ Update

B 10. Significance (continued): Noted as an example of the early "freeway style", the original layout utilized grade separations where opposing lanes of traffic had to cross one another and used dividing strips to separate opposing lanes of traffic. The Union Pacific, Santa Fe and Pacific Railways were all carried over the Los Angeles River using an railroad right-of-way that was carried in the center park of the bridge. Formal dedication of the bridge occurred on August 11, 1944. Alterations may have occurred in the 1950s, when the tracks for the street railways were removed. This would have allowed the addition of traffic lanes and would have required the repaving of the deck. Documentation of these cha has not been located at the time of this determination. There are no known important persons or events associated with this structure; therefor not eligible for the National Register of Historic Places under Criterion A or B. The design the Aliso Street Bridge is typical of many undistinguishedbridges designed by the Bureau of Engineering during the tenure of Llyod Alridge and Merril Butler in the first decades of the tw century. Therefore, it does not represent a distinctive type, period or method of construction or the work of a master and is not eligible for the National Register of Historic Places under Criterion C.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 4 ***Resource Name or #:** (Assigned by recorder) 430 E. Commercial St.
P1. Other Identifier: 444 E. Commercial St.; 443 Ducommun St.; 447 Ducommun St.

*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** __; __ ☐ **of** __ ☐ **of Sec** __; _____ **B.M.**
Address 430 Commercial Street City Los Angeles, CA Zip 90012
c. 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, decimal degrees, etc., as appropriate)

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

430 Commercial Street (444 Commercial Street; 443 Ducommun Street, 447 Ducommun) is a paired grouping of two separate but physically connected buildings that read as one property, and one building. The building's eastern portion is rectangular plan, flat roofed, and fronts the property line at Commercial Street. The building's western component is square plan, with a low barrel vaulted roof, and is set back from Commercial Street behind a large, earthen-covered equipment yard that was, during the historic period, the site of a since demolished warehouse. Both components and are single story and stucco clad. Continuous molding runs along their rooflines, and low, stepping parapets are part of the design. The design appears to be a loose, vernacular translation of the Mission Revival. (Please see continuation sheet, p.3)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

***P4. Resources Present:** Ξ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) camera facing southwest. July 13, 2016. ICF International

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

***P6. Date Constructed/Age and Source:** Ξ Historic ☐ Prehistoric ☐ Both 1921, 1924; City Building Permits

***P7. Owner and Address:**
City of Los Angeles Department of General Services, 111 E. First St., Room 201, Los Angeles, CA 90012

***P8. Recorded by:** (Name, affiliation, and address) Daniel Paul, Architectural Historian. ICF International, 601 W. 5th Street, Ste. 900, Los Angeles, CA 90071

***P9. Date Recorded:** July 20, 2016

***P10. Survey Type:** (Describe)
Intensive Level; Section 106 Compliance; P—Project Review

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Link US Historical Resources Evaluation Report

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

State of California • The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 430 E. Commercial St. ***NRHP Status Code** 6Y
Page 2 **of** 4

B1. Historic Name: American Warehouse & Realty Company
B2. Common Name: 430 E. Commercial St.
B3. Original Use: Warehouse B4. Present Use: Garage and Repair Facility
***B5. Architectural Style:** Vernacular with Mission Revival influences
***B6. Construction History:** (Construction date, alterations, and date of alterations)
"wagon shed" at eastern portion constructed c. 1921; incinerator added 1923; warehouse addition c.1924.

***B7. Moved?** ☒No . Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9a. Architect: John J. Fraunfelder b. Builder: _____
***B10. Significance: Theme** _____ **Area** Central City North

Period of Significance 1921-1924 **Property Type** Commercial **Applicable Criteria** N/A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

430 Commercial Street does not appear to be National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) eligible under any Criteria. The property has various alterations including the demolition of a warehouse present during the historic period, and the concrete infilling of numerous entry and window bays. John J. Fraunfelder, the architect of the building at the property's eastern portion, was an architect of some note, having completed the Edwin Janss house in Los Feliz, and the Hollywood Hills King Vidor House. The substantial alterations to Fraunfelder's building upon the property appear to have rendered it not eligible for the NRHP or CRHR under Criterion C/3. Research yielded no known events, broad patterns, or persons of historic significance associated with 430 Commercial Street or any of its associated addresses. The American Warehouse & Realty Company, which constructed one of the buildings, is mentioned in early publications related to warehousemen, but does not appear to be a company of historic significance. The same holds true for the Star Truck Co., which constructed the other onsite building. The property's use as a City vehicle repair and storage facility; a use it has by the mid-1930s, is likewise not a historically significant use warranting NRHP or CRHR eligibility under Criterion A/1. Additionally, research yielded no known persons of historic significance to the subject that would render it NRHP or CRHR eligible under Criterion B/2. 430 Commercial Street was not evaluated against municipal landmark criteria.

B11. Additional Resource Attributes: (List attributes and codes) HP9.- Public utility building; HP4. Ancillary building

City of Los Angeles Building Permits:
#23003, Sep. 15, 1921
#11126, Mar. 14, 1923
#13075, Feb. 12, 1924
#LA96535, Sep. 14, 1954
Pacific Coast Architecture Database.
http://pcad.lib.washington.edu/person/1964/

B13. Remarks:

***B14. Evaluator:** Daniel Paul, Senior Architectural Historian, ICF International
***Date of Evaluation:** July 20, 2016

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***P3a. Description, ctd.**

The building's north-facing front elevation has an original, arched entryway near its west side, and a similarly designed window bay at its east portion, below which runs a water table seen across the rest of the elevation. The entryway is now concrete sealed in its entirety and the window is concrete sealed, except at its top where an original fanlight remains.

Both of the subject bays slightly protrude out toward property line. A pair of windows is present at the front elevation's west end that are boarded but each topped with a fixed transom of small, multi-light glass squares akin to bottle glass, and each having a vent opening centered within it. The windows are separated by a narrow, engaged mullion-like wood column. A full-height pilaster is present at the far west end of the elevation. A pair of two iron chimneys is visible at the roofline of the eastern portion, and they appear to be for an incinerator installed in 1923. What presently appears to be the primary entry is within the western component, well set back from the Commercial Street, behind an earthen-covered equipment yard fronted by a corrugated metal fence, iron bar sliding gate, and remnant stucco-clad wall. Beyond the fence which fronts the Commercial Street right of way, multiple truck bays, either square or segmentally arched, are visible.

The property's rear portion is readily visible from Ducommun Street. It presently has a centered, single bay garage opening with a recent metal roll-up door. This opening is flanked by multi-light metal frame windows with stucco clad sills, and additional window bays once present appear to have been concrete infilled. The building's west-side elevation is not visible from the public right of way. The east-side elevation is blank, having no fenestration and has a recently added graffiti mural. Presently the property serves as a yard for City of Los Angeles Department of Transportation Equipment Repair Shop.

430 E. Commercial Street: Additional Photographs:

430 E. Commercial St., front elevation. Camera facing south. ICF International. July 14, 2016.

430 E. Commercial St. (447 Ducommun St. portion). From Ducommun St., camera facing northwest. ICF International. July 14, 2016.

Address: (As listed in HRI) 500 Garey Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-003-002

Present Use: Industrial: Manufacturing

Historic Name: Friedman Bag Company - Storage Building

Owner and Address: Amay's Bakery & Noodle Company Inc.
837 E. Commercial Street
Los Angeles, CA 90012

The building was previously surveyed in 2002, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing).

SHPO concurred with FRA's determination that it was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 500 N. Garey Street. The previous survey information recorded on the attached 2002 DPR 523 form, including the 6Y status code, remains accurate.

Looking northeast, Photo #110926.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Address: 801 Commercial St.; 600 Center Street (As listed in HRI), Los Angeles, CA 90012

Assessor's Parcel Number: 5173-019-006

Present Use: Commercial: Storage

Historic Name: Kahn-Beck Co., Friedman Bag Co.

Owner and Address: Magellan Commercial, LLC. 1800 Avenue of the Stars, Suite 105, Los Angeles, CA 90067

The property contains a building complex constructed in various stages. 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 January 15, 2004 (FRA031117A).

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 (see below). As reported in 2002 (see attached DPR form), the original 1902 building's end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for the construction of U.S. 101, therefore, it lacks integrity. Despite the alteration, 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 remains ineligible for listing in the NRHP.

Central City North

Individual Resources - 09/29/16

SurveyLA
Los Angeles Historic Resources Survey

Primary Address:	801 E COMMERCIAL ST
Other Address:	807 E COMMERCIAL ST 811 E COMMERCIAL ST 817 E COMMERCIAL ST 821 E COMMERCIAL ST
Name:	
Year built:	1906
Architectural style:	Vernacular

Context 1:

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district; one of few remaining examples from this period.

Source: "Central City North: Individual Resources 09-29-2016." SurveyLA, available at https://preservation.lacity.org/sites/default/files/CentralCityNorth_IndividualResources.pdf, accessed 20 June 2018.

Survey Type: Intensive Survey Effort;
Section 106 Compliance;
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Freidman Bag Company – Textile Division. Camera facing northeast. Photo: ICF International, November 7, 2014

Upon the larger property, the specific building identified as a resource is the 1906 building located at the property's northwest portion (located at the far left in the above image).

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 6Y2 - Pending SHPO Concurrence
Other Listings
Review Code _____ Reviewer _____ Date _____

* Resource Name or #: Kahn-Beck Co.; Friedman Bag Company - Textile Division

P1. Other Identifier:

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1S; R13W; ___ 1/4 of ___ 1/4 of Sec 28 ; _____ B.M.

c. Address 801 Commercial St. City Los Angeles Zip 90012

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID# 9; Subdivision of the Aliso Tract, Block F, Lots 11,13,14,15,16,17,18,19,20; APN: 5173-019-0
600-608 Frontage Road, former addresses: 600-608 Aliso Street, a.k.a. 620 Center Street; 801 Commercial Stre
817 Commercial Street.

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

The Kahn-Beck Co. building located on 600-608 Frontage Road, formerly 600-608 Aliso Street, a.k.a. 620 Center Stre made crackers, candy and macaroni. This area is an historically industrial section of the City of Los Angeles after 190(Kahn-Beck's three-story building measuring 85' x 100' was constructed with brick and built in 1902. In 1906, a one-st(building addition measuring 85' x 90', located on 801 Commercial Street, was built to the south of the original 1902 bu This addition lost integrity of design, materials, and workmanship when it was substantially altered in 1954 by a secon addition and in 1968 when it was remodeled into offices for Friedman Bag Co. In 1941, the Friedman Bag Co. had architects Barker & Ott, with contractor William P. Neil Co., build a two story third addition, measuring 160' x 100'; 8 100', located on 817 Commercial Street, to the east of the 1902 and 1906 building. This third addition, used for shippi and receiving, lacks architectural details because it used tilt-up slab concrete construction. The original 1902 building's end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for U.S. 101 freeway construction further dimienishing its integrity. (See Continuation Sheet)

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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

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

P5b. Description of Photo: (View, date, etc.)
Looking northeasterly, 8/28/02, Photo # DCP 1649

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1902; 1906; 1941; 1958-59; 1966

* P7. Owner and Address:
Friedman Bag Company Inc.
P.O. Box 866004
Los Angeles, CA 90086-6006
P--Private

* P8. Recorded by: (Name, affiliation, address)
David Greenwood
Myra L. Frank & Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/21/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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) _____

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

Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 6Y2- Pending SHPO Concurrence

* Resource Name or #: Kahn-Beck Co.; Friedman Bag Company - Textile Division

B1. Historic Name: Kahn-Beck Co., Friedman Bag Co.

B2. Common Name: Friedman Bag Co. (Textile Division)

B3. Original Use: Industrial B4. Present Use: Industrial/Office

* B5. Architectural Style: Industrial/Utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Property tax improvement information, from the Los Angeles County Archives: Book no. 16, Page 14, Years 1900-1909, Aliso Tract, Lots 18 & shows an increase from $0 in 1902 to $7,150 in 1903 under the owner of the Kahn-Beck Co. On April 27, 1906, an application was made by the Kahn-Beck Co., owner, for the construction of a warehouse addition on lots 17 & 19 for the cost of $14,000 to the south of the 1902 building. T application cites Robert Brown Young as architect and G.W. Bell as contractor. (See Continuation Sheet)

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

* B8. Related Features:
Friedman Bag Co. has an additional main office and manufacturing plant, built in 1958-59, the Polyethylene Division located at 706 Ducommon St., and has a parking/warehouse structure, built in 1966, located at 711 Ducommon St.; Sub the Aliso Tract; APN: 5173-016-005 for 706 Ducommon St.; 5173-017-006 for 711 Ducommon St.

B9a. Architect: Robert Brown Young (attributed) b. Builder: G. W. Bell (1906) addition

* B10. Significance: Theme Manufacturing Area Los Angeles
Period of Significance 1902 Property Type Industrial Building Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 1902, a three-story brick building for the Kahn-Beck Co., designed by architect Robert Brown Young, occupies lots 20 of the Sub. Aliso Tract. The Aliso Tract and Aliso Street, recorded in 1878, took their names from the great sycamo or aliso tree, which grew near the area. As the city grew, residential neighborhood buildings transformed into the first industrial area of the city which was due to proximity to the Los Angeles River and the Railroads. By 1906, a one sto addition, also designed by Young and built by G. W. Bell, was built to the south occupying lots 17 & 19 of the Sub. A Tract. In 1941, a two story second addition was built to the east occupying lots 11,13,14,15,16 of the Sub. Aliso Tract. The 1902 and 1906 buildings were designed by Robert Brown Young, an important early architect in Los Angeles duri the years of 1883-1914. Young designed various commercial office structures located on Broadway, which was rapidl becoming the city's financial district. These include The Blackstone Building, 320 S. Broadway in 1906; The Orson T. Johnson Building, 510 S. Broadway in 1905; the Orpheum Theater, 626 S. Broadway in 1910; the Joseph E. Carr Build 644 S. Broadway in 1909; the Lankershim Hotel, 700 S. Broadway in 1902; and Barker Brothers, 722 S. Broadway in 1909. Many of these structures are still extant, and are listed on the National Register as part of the Broadway Historic District, therefore, many better examples of Young's designs are still extant. (See Continuation Sheet)

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

* B12. References:
Los Angeles County Archives

City of Los Angeles Department of Building & Safety Records; County of Los Angeles Assessor's Files

Internet Search; Google

B13. Remarks:

* B14. Evaluator: Richard Starzak, MFA
Date of Evaluation: 9/6/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

P3a. Description (Continued):
Reconstruction of the north end walls used re-inforced concrete instead of brick which lacked cornice details, column elaboration, and segmental arches above windows. Buildings from this period usually had a metal cornice, which appears to have been removed. The windows are wood sash single hung with segmental brick arches above. For all three buildings, steel grating and security bars were installed over the first and second story windows, and bricking up openings were done in 1968 on the first floors. Recently the Freedman Bag Company's signage has been removed and the building has been re-painted.

B6. Construction History (Continued):
In 1941, a second, two story warehouse addition was built, on lots 11,13,14,15,16, to the east of the 1902 and 1906 building. The application cites Barker & Ott as the architects and William P. Neil Company as contractor.

B10. Significance (Continued):
The three buildings which comprise the Friedman Bag Co. all exhibit alterations. The 1902 building's main alteration is the removal of 18' of structure to the north portion of the building. Reconstruction of the north end walls, to the new setback, used re-in forced concrete instead of brick which lacked cornice details, column elaboration, and segmental arches above windows. The metal cornice appears to have been removed, openings have been bricked up on the first floor, steel grating and security bars on first and second story windows. For the 1906 building, this addition lost integrity of design, materials, and workmanship when it was substantially altered in 1954 when a second story was added and in 1968 when it was remodeled into offices for Friedman Bag Co. Other alterations include exterior stucco applied over original brick of the first floor; openings have been bricked up, steel grating and security bars on first and second story windows. The 1942 addition appears to be un-altered except for a bricked up arch entry, and security bars with steel grating on first and second story windows. This building does not appear to be significant due to the use of tilt-up concrete slab construction that lacks architectural details.

As indicated above, the buildings of this property have undergone a series of partial demolitions, additions and alterations. This has diminished their integrity of design materials, and workmanship. The construction of the US 101 Freeway immediately north of the property has diminished its integrity of setting. Therefore, the buildings lack sufficient integrity to be eligible for the National Register of Historic Places or the California Register of Historical Resources under any criteria.

***Resource Name:** Thomas R. Barabee Store and Warehouse ***Recorded by**: Daniel Paul ***Date:** June 2018

■ Update

Previous Finding: The Thomas R. Barabee Store and Warehouse, located at 611-615 Ducommun Street in Los Angeles, California, was evaluated in 2003 for the Los Angeles Union Station Run-Through Tracks project as part of an intensive level survey for Section 106 compliance. The previous DPR 523 evaluation forms are attached. In the January 15, 2004 concurrence letter for the Run-Through Tracks project, the SHPO concurred that the building was not eligible for the National Register of Historic Places, assigning a status code of 6Y to the building.

Present Evaluation: As of January 2015, the appearance and condition of the property appears to be unchanged. As part of the consultation process required by Section 106 for the presently proposed undertaking, on December 19, 2014 the City of Los Angeles Office of Historic Resources OHR) has informed the present project team of their opinion that the building appears to be a historical resource for CEQA purposes. In 2014, the City believed that the property was a locally significant design of commercial architecture. However, when OHR completed its SurveyLA findings for the Central City North nearly two years later in September 2016, it did not include this property among those individual resources found to be significant in this area.[1] "

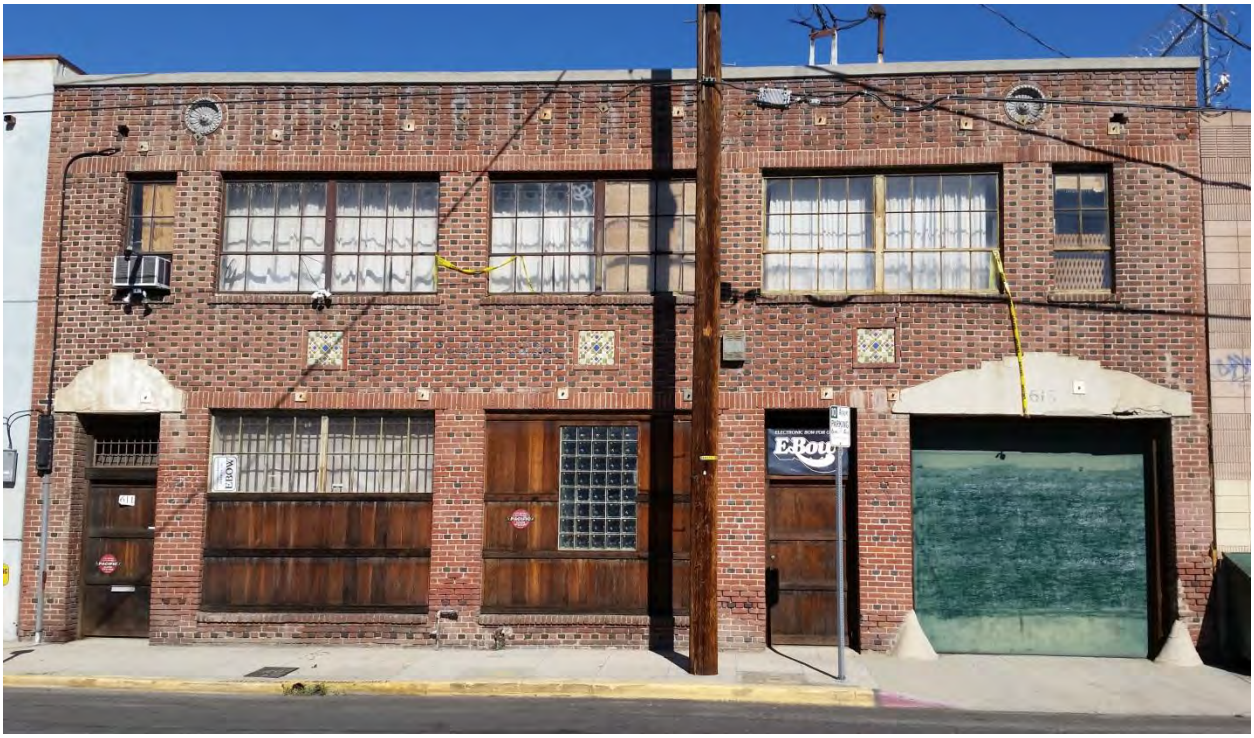
The Barabee Store and Warehouse has a distinctive façade of character defining features that include: Flemish cross-bond brickwork with flare headers; rope-molded concrete pateras having brick-header surrounds; panels of decorative ceramic tile in geometric patterns inset within stretcher course brick surrounds; original multi-light metal frame windows having brick sills; a pedestrian entry topped with a hopper-windowed transom; and a single bay vehicle entry. Both the pedestrian and vehicular entries are topped with slab concrete cornices. The pedestrian entry cornice has jack-arch scoring, and the cornice over the vehicular entry is parapet-like in its detailing. Wood paneling over two window bays and at the pedestrian door appears to be a later alteration, yet this change does not appear to nullify the property's design significance. The significant design features combined with the exceptional integrity of the property as a 1920s-era two part commercial block within an industrial vicinity is rare within the City of Los Angeles. Because of the information provided by OHR in 2014, the revised State of California Historical Resource Status Code for the Barabee Store and Warehouse, located at 611-615 Ducommun St. in Los Angeles, CA. is 5S3: "Appears to be individually eligible for local listing or designation through survey evaluation." The property remains ineligible for listing in the NRHP

Evaluator: Daniel D. Paul, Senior Architectural Historian, ICF International. **Date**: January 23, 2015, revised June 20, 2018.

Report Citation: Link US Historic Resources Evaluation Report.

[1] "Central City North: Individual Resources 09-29-2016." *SurveyLA,* available at https://preservation.lacity.org/sites/default/files/CentralCityNorth_IndividualResources.pdf, accessed 20 June 2018.

■ Update



Thomas R. Barabee Store and Warehouse. Front elevation. View: N.
Photo: Daniel Paul, ICF International. November, 2014.

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 6Y2, - Pending SHPO concurrence
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* **Resource Name or #:** Thomas R. Barabee Store and Warehouse

P1. **Other Identifier:**

* P2. **Location:** ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1 S; R 3 W; ___ 1/4 of ___ 1/4 of Sec 28 ; _____ B.M.

c. Address 611 Ducommon St. City Los Angeles Zip 90012

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID#10; APN: 5173-003-001; Alanis Vineyard Tract, Lot 59.

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

611-615 Ducommon Street is a two-story former commercial/industrial building with patterned brick exterior walls, a f roof with plaster coping and a brick parapet wall. The street elevation is asymmetrical in design at the first floor. The e portion houses a replacement street level vehicular door and a modified pedestrian door, two altered storefront window in the center of the building and a modified pedestrian entrance is on the western side. The second floor portion of the elevation is symmetrical with slender six light windows at each end and three banks of double, twelve light industrial a type windows between. Decorative features include recessed medallions in the parapet area, colored and recessed geor patterned tiles over the two altered store front windows, Flemish bond brickwork with dark header units, soldier course over second and first floor windows, brick lug sills and simulated plaster voussoirs over the pedestrian and vehicular dc Alterations include the installation of new wooden pedestrian doors with new wood transoms, partial closure of the firs storefront windows with vertical board and glass block infill. Seismic ties have been installed at the second floor and r levels. The building use has changed to multi-family residential. The condition of the building is fair. The building is located in an industrial area.

* P3b. **Resource Attributes:** (List attributes and codes) HP3 Multifamily property

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

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

P5b. Description of Photo: (View, date, etc.)
Facing North, 10/22/02, Photo # DCP 1680

* P6. **Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
1926 Building Permit #6779, 1926
1926 Experian Files

* P7. **Owner and Address:**
Heet Gregory
611 Ducommun Street
Los Angeles, CA 90012
P--Private

* P8. **Recorded by:** (Name, affiliation, address)
Alma Carlisle
Myra L. Frank & Associates, Inc.
811 W. Seventh Street
Los Angeles, CA 90017

* P9. **Date Recorded:** 10/23/2002

* P10. **Survey Type:** (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. **Report Citation:** (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* **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)

DPR 523A (1/95)

* Required Informatio

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

Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2,- Pending SHPO concurrence

* Resource Name or #: Thomas R. Barabee Store and Warehouse

B1. Historic Name: Thomas R. Barrabee Store and Warehouse

B2. Common Name: Lofts

B3. Original Use: Commercial B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Early Twentieth Century Commercial

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Building Permit #6779 was issued on March 4, 1926 to Thomas R. Barrabee of 945 E. First Street for the erection of a one- and 2- story, brick st and warehouse building, 50 by 138 feet in size. The valuation for this construction was $14,000. There was no architect cited and the contractor was William L. Elder. In 1944, permit # 11680 was issued to Harry A. Unger for building repair including latch repair and mopping firewalls wi asphalt . The permits identifies the building as a factory. The contractor for this repair was Woodworth and Turk. Inc.

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

* B8. Related Features:
No apparent related features; however, there is a sidewalk with several small street side plants.

B9a. Architect: None b. Builder: William F. Eisler

* B10. Significance: Theme Commercial Area Los Angeles
Period of Significance 1920s Property Type Residential Applicable Criteria
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This building is located near the center of the original Ciudad de Los Angeles. This area of Los Angeles has undergone several changes in use. The earliest use was agricultural. There were vineyards and wineries. Later, during the early decades of the twentieth century, the area assumed an urban character with the introduction of multi-family housing, a streetcar system and commercial and industrial buildings. In the 1920s, major industries located in this area. Today, ir addition to continuing industrial uses, the area is showing a strong trend toward multi-family residential uses as vacant industrial buildings are being converted for today's popular loft type housing. Ducommun Street is named to commemc Charles Ducommun, an early Los Angeles Businessman and owner of Ducommun Hardware and Fancy Goods located 54 Main St., his residence was at 54 Ducommun. He and I. W. Hellman, a City Treasurer, were the owners of the Alan Vineyard Tract, recorded in 1874. Thomas R. Barrabee, original owner of this resource is listed in the 1926 Los Angel City Directory as involved with "chemicals" and having a home at 1906 N. St Andrews Place. Wm. L. Elder is listed i 1926 Directory as having an interest in real estate with his work address 355 S. Broadway and his residence at 2553 a S Hoover Street. This building is not associated with events that have made a significant contribution to our history nor i associated with persons significant in our past nor does it possess high artistic values; it is not likely to yield informatic important in history. It is not eligible for listing in the National Register of Historic Places or the California Register o Historic Resources.

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

* B12. References:
Los Angeles City Dept. of Building and Safety Building Permit Archives; TRW\Experian

Sanborn Insurance Maps; Los Angeles County Assessor's Real Estate Archives

Los Angeles City Directories, L. A. Bureau of Engineering Map Archives

B13. Remarks:

* B14. Evaluator: Richard Starzak
Date of Evaluation: 10/23/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

Address: (As listed in HRI) 611 Jackson Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-004-900

Present Use: Maintenance Facility

Historic Name: Amelia Avenue School and Class Rooms

Owner and Address: LA Unified School District (LAUSD) Attn: Facilities Legal Department
333 South Beaudry Avenue
Los Angeles, CA 90017

The complex of buildings was previously surveyed in 2002, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing).

SHPO concurred with FRA's determination that it was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 611 Jackson Street. The previous survey information recorded on the attached 2002 DPR 523 form, including its 6Y status code, remains accurate.

Looking north, Photo #P1030882.jpg. Photo: ICF International, 11/18/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 6Y2 Pending SHPO Concurrence
Other Listings
Review Code Reviewer Date

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* Resource Name or #: LAUSD District 8 Facilities Services and Maintenance Operations

P1. Other Identifier:

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1 S; R 13 ; W 1/4 of 1/4 of Sec ; B.M.

c. Address 611 Jackson St City Los Angeles Zip 90012

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID#13; Assessor's Parcel Number 5173-004-900, Lots 123 and 4 Block P Subdivision of the Aliso T and Lots 53,54,55,56,57, and 58 of the Alanis Vineyard Tract.

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

The Los Angeles Unified School District H Facilities Services and Maintenance Operations Center at 601-625 Jackson Street is located on the entire block bounded by Ducommun Street on the north, North Vignes Street on the east, Jacks Street on the south and North Garey Street on the west. The site is completely fenced with either high security chain li fences topped with razor wire or iron fencing. The site is completely paved with asphalt paving and has parking areas a well as security lighting. The site contains an Administration Building and five storage, service and maintenance buildi The Administration building is located in the western portion of the site, a tall corrugated iron building is located at the Ducommon or northern side of the site and a double row of interconnected buildings is on the eastern side of the site. T Administration building is a low one-story building with a rectangular plan, stucco on plywood siding and a low pitche composition roof. Other buildings house Carpentry, Plumbing, Electrical Services and Shops. These buildings are gene low, one-story with stucco walls or open sides. In addition there is an open corrugated iron storage building located adjacent to the Ducommun Street boundary. Some windows and doors have security covers.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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

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

P5b. Description of Photo: (View, date, etc.)
Facing north, 12/11/02, Photo # DCP_168

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

1937 Building Permit

* P7. Owner and Address:
L A Unified School District
355 S. Grand Avenue, 11th Floor
Los Angeles, CA
M--Municipal

* P8. Recorded by: (Name, affiliation, address)
Alma Carlisle
Myra Frank & Asociates, Inc.
811 W. Seventh St., Suite 800
Los Angeles, CA 90017q

* P9. Date Recorded: 12/11/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P-- Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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)

DPR 523A (1/95) * Required Informatio

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BUILDING, STRUCTURE, AND OBJECT RECORD

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* NRHP Status Code 6Y2 Pending SHPO Concurrence

* Resource Name or #: LAUSD District 8 Facilities Services and Maintenance Operations

B1. Historic Name: Amelia Avenue School and Class Rooms

B2. Common Name: LAUSD H Facilities Services and Maintenance Operations Center

B3. Original Use: Educational B4. Present Use: Industrial

* B5. Architectural Style: Utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)
A 1906 Sanborn Insurance Map shows the site originally contained the Amelia Avenue School at the corner of Garey (formerly Amelia Avenue) and Jackson Streets and residential uses on the surrounding streets. The 19096 Sanborn Map (with alterations thru 1953) still shows the school however the residences have been replaced by a double row of one-story class rooms and a library and office building along the eastern portion o the site. The class room and library buildings appear to be the service and maintenance buildings located on the site today.

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

* B8. Related Features:
Parking Areas, Security Fences, Security Lighting and flag

B9a. Architect: A. S. Nibecker, Jr.(Supt. of Bldg) b. Builder: J. E. Byers

* B10. Significance: Theme Municipal Property Area Los Angeles
Period of Significance 1937 Property Type Industrial Applicable Criteria N.A.
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This site historically was known as Lots 1,2,3, and 4 of Block P Subdivision of the Aliso Tract and Lots 53, 54, 55, 56 and 58 of the Alanis Vineyard Tract that was subdivided on May 5, 1869 for I. W. Hellman and Chas. Ducommun. Th area is one of the oldest residential areas of the City of Los Angeles and later became the first industrial center for the C The Los Angeles Unified School District acquired the site and used it first for educational purposes then constructed temporary school bungalows on the site in 1937. These altered bungalows remain today as maintenance and storage buildings. On February 17, 1953 Building Permit #LA52550 was issued to the L.A. board of Education to construct a foot by 60 foot, corrugated galvanized steel building for maintenance purposes. The certified engineer for this buildin John Case, the contractor was Jas. H. Wilson. This site houses a number of modest examples of utilitarian buildings constructed over a period of years that are not architecturally significant. The site plan also has developed over a perio years and is not of sufficient design quality to make it notable. The complex has no known association with persons or events important to local, state, or national history. This resource does not appear to be eligible for listing in the Natio Register of Historic Places or the California Register of Historic Resources under any criteria.

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

* B12. References:
Los Angeles Building & Safety Building Pemits #s 29662,9/8/37 & 53LA52550

Sanborn Insurance Maps 1906, 1906 with alterations thru 1953

L. A. County Assessor's Maps, TRW\Experian

B13. Remarks:

(Sketch map with north arrow required)

* B14. Evaluator: Alma Carlisle
Date of Evaluation: 12/11/2002

(This space reserved for official comments.)

Address: (As listed in HRI) 710-714 Ducommun Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-016-001

Present Use: Commercial

Historic Name: Los Angeles Casing Company

Owner and Address: Ruth Sugarman Trust
14600 Dickens Street, Unit 206
Sherman Oaks, CA 91403

The building was previously surveyed in 2002, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing).

SHPO concurred with FRA's determination that it was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 710-714 Ducommon Street. The previous survey information recorded on the attached 2002 DPR 523 form, including the 6Y status code, remains accurate.

Looking southwest, Photo #110503.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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HR #
Trinomial
NRHP Status Code 6Y2 Pending SHPO Concurrence
Other Listings
Review Code _____ Reviewer _____ Date _____

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* Resource Name or #:

P1. Other Identifier: Mr. Hong Kong; Los Angeles Casing Company

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T___; R___; ___ 1/4 of ___ 1/4 of Sec___; _____ B.M.

c. Address 714 Ducommun St. City Los Angeles Zip 90012

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID#12; APN: 5173-016-001; Aliso Tract.

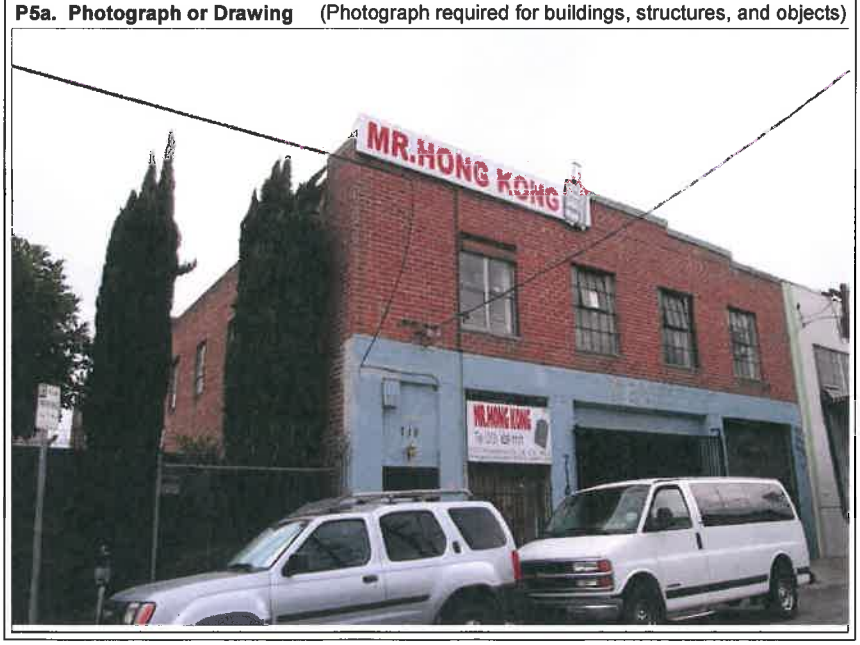
* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The structure located at 714 Ducommon St., is a two-story, commercial building. The Mission Revival warehouse has brick and concrete façade and a stepped-parapet wall with concrete coping. The cement cladding on the ground floor primary facade is a later addition. On the second floor, there are three, original steel hopper windows and one alumin casement window. There are three service bays and a pedestrian entrance on the ground level. Bays have roll-up door security bars. The pedestrian entrance has a security door. The bay opening configurations appear to be altered. Othe alterations include a mounted sign on the parapet wall and a mounted sign in the second bay from the east side of the building. Condition is fair.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)
Mr. Hong Kong, facing southwest, 09/05/02, Photo # DCP_1683

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

1920 Permit # 1202

* P7. Owner and Address:
Ruth Sugarman
12512 Chandler Blvd. Apt. 203
North Hollywood, CA 91607
P--Private

* P8. Recorded by: (Name, affiliation, address)
Carrie Chasteen
Myra Frank & Associates, Inc.
811 W. Seventh St., Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 9/5/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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) _____

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BUILDING, STRUCTURE, AND OBJECT RECORD

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* NRHP Status Code 6Y2 Pending SHPO Concurrence

* Resource Name or #:

B1. Historic Name: Los Angeles Casing Company

B2. Common Name: Mr. Hong Kong

B3. Original Use: Commercial B4. Present Use: Commercial

* B5. Architectural Style: Mission Revival

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

The structure was built in 1920, Permit #1202, and was brick and cement and, Permit #1203, the floor and part of the mezzanine were removed, row of posts and girders were moved 3 feet east, and the walls and roof were cut for new windows and skylights. Total square footage was 3000, and the total cost was $26,000.00 In 1940, Permit #7067, a concrete pit was erected inside the building. In 1941, Permit #4951, a construction elevator was added, and an elevator was moved to a new location.

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

* B8. Related Features:

B9a. Architect: Paul C. Pope b. Builder: W. D. Geck

* B10. Significance: Theme Industrial Architecture Area Los Angeles

Period of Significance 1920 Property Type Warehouse Applicable Criteria NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

According to research in the Assessor's records, the original owner was the Los Angeles Casing Company, Carl Graf, a Ludy Langer. Research does not indicate the Los Angeles Casing Company (a gut products manufacturing company), Graf and Ludy Langer were historically important persons. No historically important events are known to have occurr this site. Therefore, the structure is not eligible for the National Register of Historic Places under criteria A and B. Th structure is in fair condition and has been altered. Because the building lacks integrity, it is not eligible for the Nationa Register of Historic Places under criteria C or listing in the California Register of Historic Resources.

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

* B12. References:

TRW/Experian, Assessor's Improvement Records, Book 16, Page 17, 1919-1928

Permit # 1202, Jan. 20, 1920, Permit # 1203, Jan. 20, 1920

Permit # 7067, Feb. 26, 1940, Permit # 4951, Feb. 21, 1941, City Directories the U.S., 1902-1935

B13. Remarks:

* B14. Evaluator: Carrie Chasteen

Date of Evaluation: 9/5/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

Address: 825 E. Commercial Street (As listed in HRI: 622 Frontage Road), Los Angeles, CA 90012

Assessor's Parcel Number: 5173-019-901, and 5173-019-902; Lot 12

Present Use: Vacant

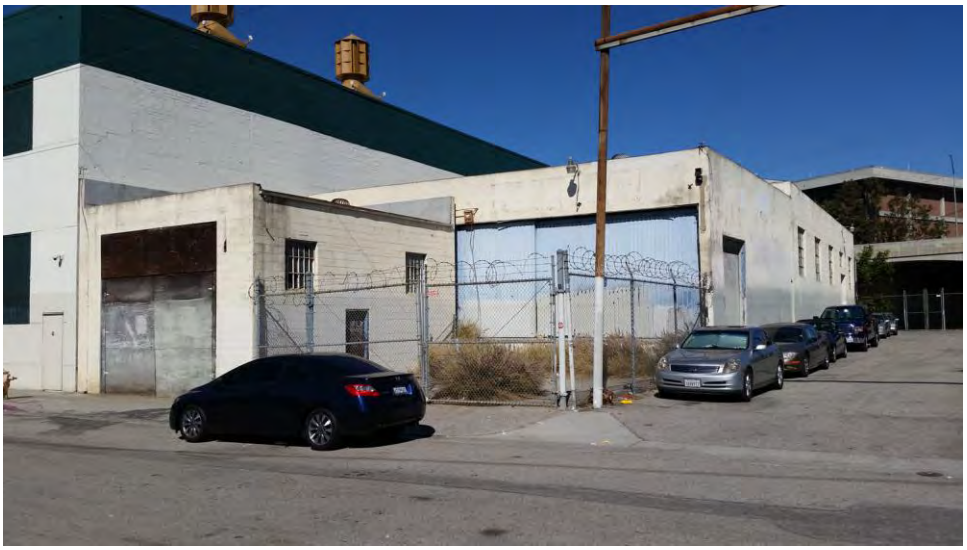
Historic Name: New York Junk Company

Owner and Address: LACMTA (METRO)
1 Gateway Plaza
Los Angeles, CA 90012

The building was previously surveyed in 2002, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing).

SHPO concurred with FRA's determination that it was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 622 Frontage Road (825 E. Commercial Street). The previous survey information recorded on the attached 2003 DPR 523 form, including the 6Y status code, remains accurate; however, Parcel number 5173019902 of Lot 12 is also part of the resource property, which was not previously identified.



Looking northwest, Photo #105117.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

PRIMARY RECORD

Primary #
HR #
Trinomial
NRHP Status Code 6Y2, -Pending SHPO Concurrance
Other Listings
Review Code _____ Reviewer _____ Date _____

* Resource Name or #: New York Junk Company, 825 E. Commercial St.

P1. Other Identifier:

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1 S; R 13 ; W 1/4 of ___ 1/4 of Sec ___ ; _____ B.M.

c. Address 825 E. Commercial St. City Los Angeles Zip 90012

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

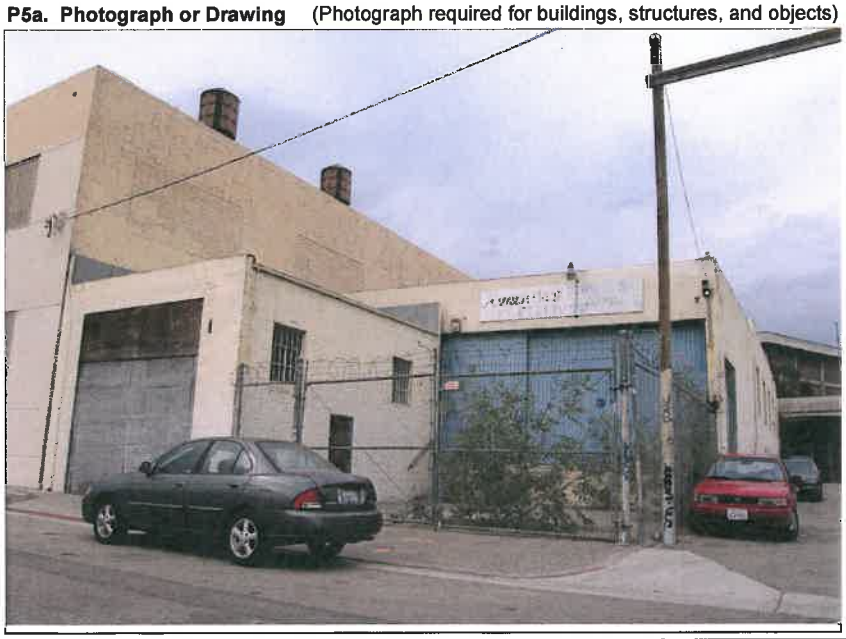
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro
APE Map ID# 8; 622 E. Aliso Street; 622 E. Frontage Street; APN: 5173-019-901; Lots 9 and 10, Block F, Subdivision of the Aliso Tract.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
There are two buildings on this parcel with the street address, 622 Frontage Street. The building facing Commercial St located on the south western corner of the parcel is a one-story industrial building with masonry block walls, a flat roof central side pedestrian door flanked by high windows facing easterly and a former vehicular door opening to Commerc Street. This building has been altered by the closure of both the pedestrian and vehicular doors with plywood panels. Security bars have been placed over the windows. The second building is located to the rear of the parcel. It is a one-s building with masonry walls, 50 feet by 80 feet in size, with a vehicular entrance facing Commercial Street and a rear, loading dock that is covered by a narrow, projecting flat roof supported by slender rectangular columns. There are bot pedestrian doors and one roll-up loading dock door and several closed windows in this rear elevation that faces the for Frontage Street. A high chain link fence encloses the parcel. The buildings are examples of mid-twentieth century vernacular industrial buildings; they are in poor condition and appear to be vacant.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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

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



P5b. Description of Photo: (View, date, etc.)
Facing north west, 10/22/02, Photo # DCP 1665

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1946
1946 L.A. City Building Permit

* P7. Owner and Address:
L A Co. Metro. Trans. Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
P--Private

* P8. Recorded by: (Name, affiliation, address)
Alma Carlisle
Myra L. Frank & Associates, Inc.
811 W. Seventh Street
Los Angeles, CA 90017

* P9. Date Recorded: 10/31/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P-- Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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) _____

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BUILDING, STRUCTURE, AND OBJECT RECORD

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* NRHP Status Code 6Y2,-Pending SHPO Concurrance

* Resource Name or #: New York Junk Company, 825 E. Commercial St.

B1. Historic Name: New York Junk Company.

B2. Common Name: Ranch Fresh Produce

B3. Original Use: Industrial B4. Present Use: Vacant

* B5. Architectural Style: Mid-twentieth Century Vernacular

* B6. Construction History: (Construction date, alterations, and date of alterations.)
No permit was found for the small, freestanding building facing Commercial Street identified as a truck storage building on a 1973 Sanborn Insurance Map. Building Permit #21739 (July 19, 1946) was issued to the New York Junk Company for the construction of the rear building. O M. Bloch was the licensed engineer and the valuation of this work was $13,500. Permit #10468 was issued to the New York Junk Company on March 8, 1951 for the addition of a covered loading and storage platform at the rear- engineer, J. M. Fratt; contractor, Eugene Smith.

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

* B8. Related Features:
Chain link fence with a vehicular gate enclosing a small parking pad. Both the fence and the gate are topped with razc wire. There is a side walk at the Commercial Street side.

B9a. Architect: O. M. Bloch, Licensed Engineer b. Builder: Unknown

* B10. Significance: Theme Mid-20th Century Industrial Area Los Angeles
Period of Significance 1940s Property Type Industrial Storage Applicable Criteria N.A.
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The resource located at 622 E. Frontage Street (825 E. Commercial Street or 622 Aliso Street) was originally used for sorting and storing junk by the New York Junk Company. The resource includes two (2) buildings. This company specialized in "Metal, Rubber, Iron, Sacks and Bottles." Joseph Rottenberg of 1026 Sentinel Avenue was the company owner. The resource was later used as a beverage warehouse. The resource is an example of the purely functional, unadorned, utilitarian structures of the area. The two buildings now appear to be vacant and in poor condition. When constructed, the resource was located in the historic East Los Angeles Industrial District. This area has undergone mult changes in use. The general area was an early agricultural section of the City devoted to vineyards and wineries, then i became heavily industrial in character, a use that declined in the mid 1900s and is now undergoing a renaissance for residential loft usage and again continued industrial use. These buildings, although in poor condition, generally mainta their original integrity; however, they are not architecturally significant when compared with other industrial buildings East Los Angeles Industrial Area. Further, this resource has no known association with persons or events important to state or national history. The resource does not appear to be eligible for listing in the National Register of Historic Plac

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

* B12. References:
Los Angeles County Archives; City of Los Angeles Department of Building & Safety Archives;

TRW\Experian, Sanborn Insurance Maps, 1909; Los Angeles City Directories

NaviGate La!, Bureau of Engineering Maps

B13. Remarks:

* B14. Evaluator: Richard Starzak
Date of Evaluation: 2/20/2003

(This space reserved for official comments.)

(Sketch map with north arrow required)

Address: (As listed in HRI) 837 E. Commercial Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-019-011 (updated from former APN: 5173-019-009).

Present Use: Industrial

Historic Name: Maier Brewing Company warehouse

Owner and Address: Victory Investment Group, LLC
837 E. Commercial Street
Los Angeles, CA 90012

The building was previously surveyed in 2002, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing).

SHPO concurred with FRA's determination that it was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 837 E. Commercial Street. The previous survey information recorded on the attached DPR 523 form, dated 10/23/2002, remains accurate except for the updated APN number.

Looking northeast, Photo #105107.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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Primary #
HR #
Trinomial
NRHP Status Code 6Y2, -Pending SHPO Concurrence
Other Listings
Review Code _____ Reviewer _____ Date _____

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* Resource Name or #: Amay's Bakery and Noodle Co.

P1. Other Identifier:

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1 S; R 13 ; W 1/4 of ___ 1/4 of Sec ___ ; _____ B.M.

c. Address 837 E. Commercial St. City Los Angeles Zip 90012

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID# 7; Former addresses were 636 Aliso Street and 636 Frontage Road; APN: 5173-019-009; Sub (the Aliso Tract portion of Lots 1 to 3, 5, 7, 8 (Ex of Sts) Lots 4 and 6.

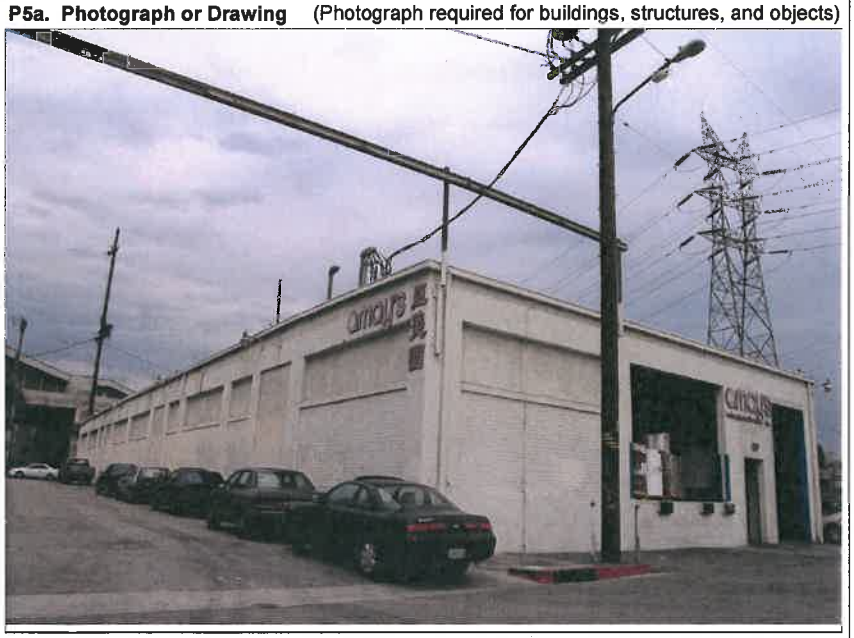
* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Amay's Bakery and Noodle Company, 837 E. Commercial Street, is a tall, freestanding, one-story, industrial building designed in the Utilitarian style. It is located on a wedge shaped parcel bounded by Frontage Road, Commercial Stree the Los Angeles River. Today's building has a wedge shaped plan, with a curved wall on the eastern elevation or river connected by a diagonal wall to a straight façade on the Commercial Street side. The roof is flat with skylights and a continuous flat coping. The existing building, formerly a warehouse with a large open loading dock on the eastern side been modified by the enclosure of this loading dock. The warehouse element is of reinforced concrete construction witl brick curtain walls and a wood truss roof; the loading dock roof was supported by steel posts. The enclosed loading do area now houses a single, raised loading dock. A second raised loading dock and pedestrian entrance are located on the Commercial Street elevation. Brick infill and closed window openings occur evenly along the Commercial Street eleva as well as the western elevation. Additional features include a tall iron fence topped with razor wire, a vehicular gate t with razor wire, a small paved parking lot, wall mounted perimeter lighting, and raised identification signage mounted wall "amay's bakery and noodle co."

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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

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



P5b. Description of Photo: (View, date, etc.)
Facing northwesterly, 09/05/02, Photo # DCP 1666

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1944 L. A. Co. Assessor's Records
1939 Experian Files

* P7. Owner and Address:
Hom Leung-On
837 E. Commercial Street
Los Angeles, CA 90012
P--Private

* P8. Recorded by: (Name, affiliation, address)
Alma Carlisle
Myra L. Frank & Assoc., Inc.
811 W. Seventh Street
Los Angeles, CA 90017

* P9. Date Recorded: 10/23/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P-- Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003

* 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) _____

DPR 523A (1/95) * Required Informatio

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Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2.-Pending SHPO Concurrence

* Resource Name or #: Amay's Bakery and Noodle Co.

B1. Historic Name: Beer Warehouse

B2. Common Name amay's bakery and noodle co.

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: Early Twentieth Century Vernacular

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

Experian Files identity this building as a 20,984 square foot warehouse constructed in 1939 but was probably built in 1943 when the improvemer on the property improved. No records of building permits for construction or alterations for this warehouse were found in the Los Angeles Department of Building & Safety Permit Archives. Sanborn Insurance Maps show a warehouse with a riverside loading dock in 1953. This load dock is now enclosed and is a part of the composite building.

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

* B8. Related Features:

Parking Lot and perimeter fencing.

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Industrial Area Los Angeles

Period of Significance 1939 Property Type Industrial Applicable Criteria

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Amay's Bakery and Noodle Co. is located within the Original City of Los Angeles boundaries in an early Subdivision c Aliso Tract. The Aliso Tract was recorded in 1878 and took its name from the great sycamore tree which grew at the L Vignes winery and served as an early Los Angeles landmark. The building was constructed in 1939 during the period v this area was changing from earlier agricultural and residential uses to become the historic Los Angeles Industrial Area area developed industrial uses because of its proximity to the Los Angeles River and the main freight line of the Atchis Topeka and Santa Fe Railroad. This building and other industrial buildings on Commercial Street were served by this railroad and historically spurs ran parallel to the easterly, southern and western sides of this building. An assessed improvement on this parcel was documented in 1944, when Leonard and Rose Chudacoff were assessed $11,750 for th property that they purchased on November 2, 1943. Earlier, the parcels had been owned by the Maier Brewing Compa A,T & S Fe Railroad and Edward R. Kellam. The building neither retains its original design integrity, nor does it embc distinctive characteristics of a type, period or method of construction. Research does not associate the building with significant persons or events that have made a significant contribution to the broad patterns of our history. Therefore, t building does not appear to be eligible for listing in the National Register. of Historic Places under Criterion A, B, C, c or listing in the California Register of Historic Resources.

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

* B12. References:

Sanborn Insurance Maps: 1953 and 1973 #282

Experian Files, L. A. County Assessor's Archives, L. A. City Directories

Los Angeles Department of Building & Safety Building Permit Archives

B13. Remarks:

* B14. Evaluator: Richard Starzak

Date of Evaluation: 10/23/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

Address: (Location): Spanning the Los Angeles River from approximately Mission Road at the east to Vignes Street at the west

Bridge Number: 53C1166

Present Use: (Vehicular) Bridge

Historic Name: 1st Street Bridge; 1st Street Viaduct

Owner and Address: City of Los Angeles Department Of Public Works
Bureau of Engineering
Real Estate Group
1149 S. Broadway, Suite 610
Los Angeles, CA 90015-2213

The First Street Viaduct over the Los Angeles River (Bridge #53C 1166) was first determined eligible for inclusion in the NRHP in 1986 as a result of the Caltrans Historic Bridge Survey (HBS). The bridge was declared City of Los Angeles HCM #909 on January 30, 2008. The First Street Bridge was also surveyed in 2002 by FRA, and was assigned a California Historic Resource Code of 2S2 (individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

SHPO concurred with FRA's determination, and FTA's earlier determination that confirmed it was eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FTA010315A, dated 12/5/2001, 2S2.
A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information recorded on the attached 2003 DPR 523 form, including its 2S2 status code, remains accurate.

Looking northwest, Photo #113427.jpg, taken 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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 _____

Page 1 of 2

* Resource Name or #: First Street Bridge over the Los Angeles River

P1. Other Identifier:

* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T___; R___; ___ 1/4 of ___ 1/4 of Sec___; _____ B.M.

c. Address E. First St City Los Angeles Zip N.A.

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

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro

APE Map ID#14; 0.6 miles west of US 101; Bridge #53C-1166; Lat.34 02 54 N - Long 118 13 42 W. East First Street as it crosses the Los Angeles River, UPRR Tracks and Amtrak Tracks.

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

(The following description is excerpted from the Caltrans Historic Bridge Inventory.) The First Street Viaduct is a rein concrete bridge designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by 4 ribbed arches. The 71 foot wide bridge traverses 1300 feet of the Los Angeles River, Santa Fe Railway Union Pacific Railroad in 28 spans. Large triumphal arches rise above the river piers, behind which are projecting balc with benches. The railings are simple arches, but the Neo-Classical detail extends to the entablature pattern on the fasc girders and to the bracketing for the sidewalk. In 2000, the bridge underwent seismic structural system modifications as part of the Highway Bridge Repair and Rehabilitation Program. Also, a walkway was removed from the southeastern e the bridge.

* P3b. Resource Attributes: (List attributes and codes) HP19 Bridge

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

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

P5b. Description of Photo: (View, date, etc.)
Photographer facing northeasterly, 01/21/03. Photo # IMG_2357

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1929 Caltrans Historic Br. Inv.

* P7. Owner and Address:
City of Los Angeles
650 S. Spring Street, Suite 200
Los Angeles, CA 90014
M--Municipal

* P8. Recorded by: (Name, affiliation, address)
Alma Carlisle
Myra L. Frank & Associates, Inc.
811 W. Seventh Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 1/16/2003

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P-- Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* 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)

DPR 523A (1/95) * Required Informatio

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

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 2S2

* Resource Name or #: First Street Bridge over the Los Angeles River

B1. Historic Name: First Street Bridge over the Los Angeles River

B2. Common Name: First Street Bridge

B3. Original Use: Bridge B4. Present Use: Bridge

* B5. Architectural Style: Neo-Classical

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

The bridge was designed by Merrill Butler, The construction contract was awarded to the North Pacific Construction Company in September, 19
The Bridge is virtually unaltered with the exception of the year 2000 Seismic Rehabilitation and the removal of a walkway at its southeastern enc

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

* B8. Related Features:

The thematic group of historic bridges over the Los Angeles River. Some of these bridges are the Fourth Street Viaduc the Vignes Street Undercrossing. Other related features are the Los Angeles River and the Santa Fe Railway Tracks. T bridge is also listed as an item in the Thematic Group of Los Angeles River Viaducts.

B9a. Architect: Merrill Butler (Engineer) b. Builder: North Pacific Const. Co., Mittray Bros.

* B10. Significance: Theme Civic Architecture Area Los Angeles

Period of Significance 1929 Property Type Bridge Applicable Criteria 2S2

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The First Street Bridge (Viaduct) was determined eligible for inclusion in the National Register of Historic Places in 19 a result of the Caltrans Historic Bridge Survey. The Caltrans Survey indicated that the First Street Viaduct has retainec excellent degree of integrity and is a major example of a significant designer, Merrill Butler. The construction contract awarded to the North Pacific Construction Company in September, 1927, and the bridge was opened to traffic on Janua 1, 1929.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Caltrans Historic Bridge Inventory, 1987, Bridge #53C166 & Arch Bridge Rating Sheet

Los Angeles Bureau of Engineering, Telephone Interview 1/16/2003, J. Doty & W. Stokes on 1/17/03.

Metro Rail Red Line East Extension, 106 Documentation, 1994.

B13. Remarks:

* B14. Evaluator: Caltrans Bridge Inventory 1987

Date of Evaluation: _____

(This space reserved for official comments.)

(Sketch map with north arrow required)

Address: (Location): Spanning the Los Angeles River from approximately Mission Road at the east to Santa Fe Avenue at the west

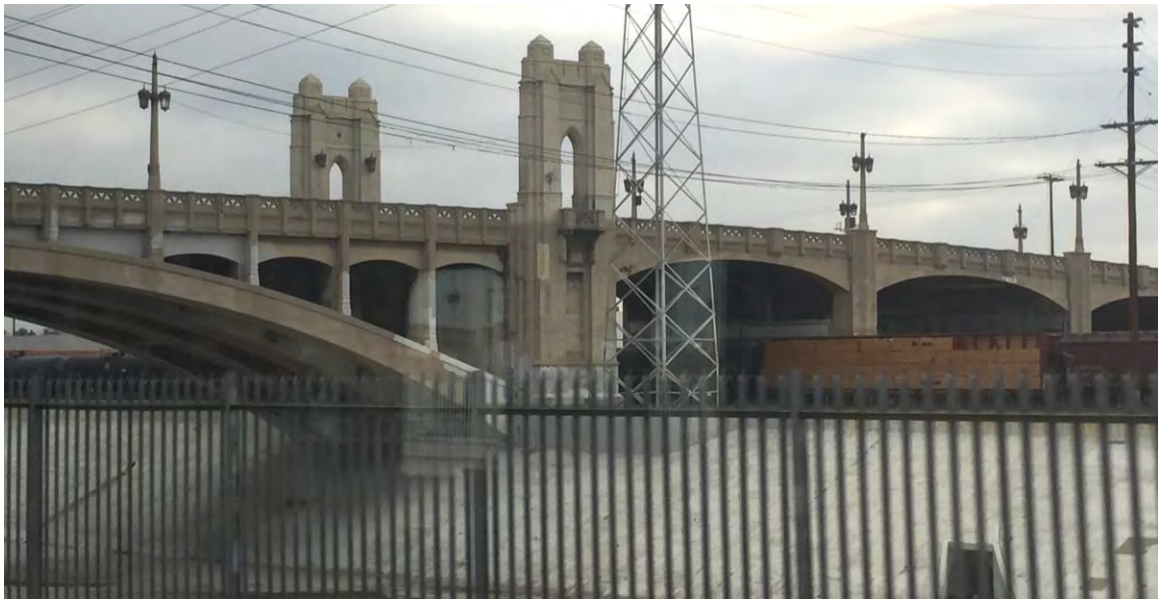
Bridge Number: 53C 0044

Present Use: (Vehicular) Bridge

Historic Name: None

Owner and Address: City of Los Angeles Department Of Public Works
Bureau of Engineering
Real Estate Group
1149 S. Broadway, Suite 610
Los Angeles, CA 90015-2213

The 4th Street Viaduct was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252). The 4th Street Viaduct was also evaluated and determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C (period of significance 1930-1931), as a result of the Caltrans Historic Bridge Survey (HBS). The 4th Street Viaduct was listed as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 906). The Viaduct is determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR), and 5S1 (Individual property that is listed or designated locally). A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information recorded on the 1986 DPR 523 form and the 2011 Continuation Sheet including its 2S2 and 5S1 status codes, remains accurate.



Looking northeast, Photo #4294, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

19-150194

PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Primary # 19-150194
HRI # 161916, 114992
Trinomial
NRHP Status Code 2S2

Page 1 of 3

Other Listings
Review Code _____ Reviewer _____ Date _____

P1. Resource Identifier: 1994/LAn/4th/LA River Fourth Street Viaduct, Bridge #53C-44

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 900-1700 Blocks of East 4th Street
City Los Angeles Zip 90012

b. UTM: USGS Quad _____ (7.5'/15') Date _____; Zone ____, _____ mE/ _____ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

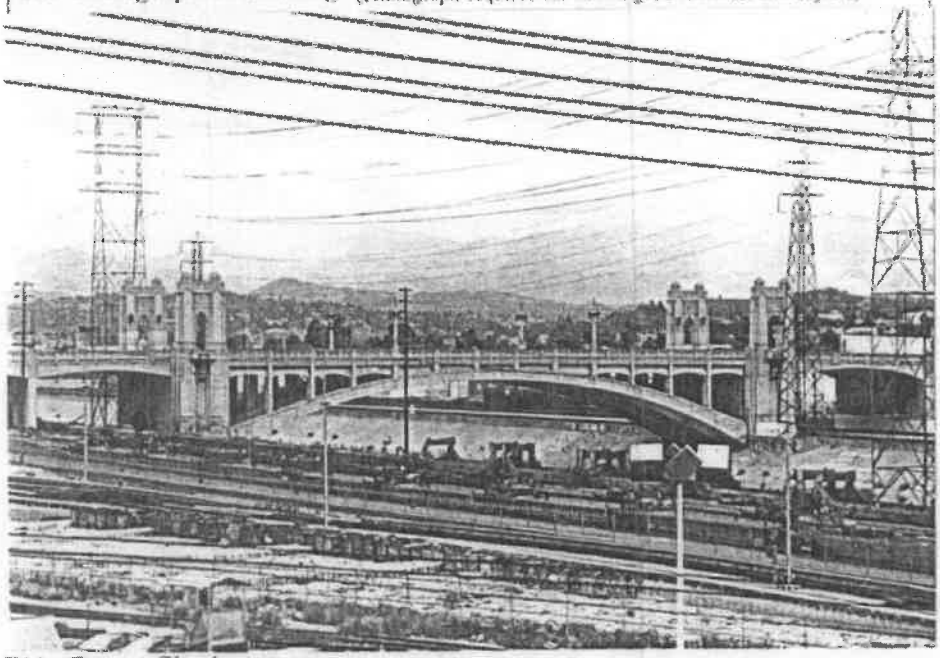
Project APE Map 3, Site 6. East Fourth Street as it crosses the Los Angeles River.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Gothic Revival style Fourth Street Viaduct was described in detail by Merrill Butler, Engineer of Bridges, City of Los Angeles, in an article in the August 7, 1931 "Southwest Builder and Contractor". In that article the Viaduct's designer states: "The Fourth Street viaduct is 2730 feet in length, and carries that thoroughfare over several streets, the tracks of the Santa Fe and Union Pacific railroads and the Los Angeles river...To bridge the river and maintain an unobstructed channel a clear span of 254 feet was required. As head room was not a matter of concern an arch span offered the most satisfactory solution of the problem. Naturally this became the central feature of the viaduct and to emphasize its importance pylons extending to 40 feet above the sidewalk were placed at either end of the arch section. The spans carrying the roadway over the railroad tracks...consist of a series of girders...averaging about 63 feet in length in the clear. The soffits...were chambered to give the appearance of very flat arches to harmonize with the arched sections of the viaduct. Because of the different types of structural design used it was deemed advisable to divide the structure into different parts by emphasizing" (Continued)

P4. Resources Present: ☒ Building ☒ Structure ☐ Object ☐ Site ☐ Element of District ☐ District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1931 Factual

P7. Owner and Address:
City of Los Angeles

P8. Recorded by: (Name, affiliation, and address)
Richard Starzak
Myra L. Frank & Assoc., Inc.
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey: ☒ Intensive
☐ Reconnaissance ☐ Other

Describe: METRO Red Line East Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none"

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

19-150194

BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Resource Identifier: 1994/LAn/4th/LA River
Primary #
HRI #

B1. Address: 900-1700 Blocks of East 4th Street
City: Los Angeles County: Los Angeles Zip: 90012
B2. Historic Name: Fourth Street Viaduct B3. Common Name:
B4. Zoning: B5. Threats: Project Related
B6. Architectural Style: Gothic Revival Influence
B7. Alterations and Date(s): Virtually unaltered.

B8. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:
B9. Related Features:

B10. Architect: Butler, Merrill (Engineer) Builder: Fisher, Ross, Macdonald & Kahn
B11. Historic Attributes: (List attributes and codes) HP19. Bridge
B12. Significance: Theme Civic Architecture Area Los Angeles
Period of Significance 1930-1945 Property Type Bridge Applicable Criteria C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Fourth Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the Fourth Street Viaduct "utilizes an unusual fixed hinge design for the river spans, in which the hinges were fixed after dead load settlement." At the time of its construction in 1931, the bridge had the longest reinforced concrete arch span (254 feet) in Southern California. An article in the "Southwest Builder & Contractor" describe the construction of this arch span..was featured by the use of temporary hinges at the crown and at the haunches during the pouring of arch ribs and deck to reduce the secondary or rib-shortening stresses which occur in a fixed arch. So far as known, this is the first bridge designed in the U. S. to be constructed in this manner." It was also the first viaduct to use cast aluminum lanterns. Construction of the Fourth Street viaduct was begun on May 16, 1930 and was completed in July 1931. Fisher, Ross, Macdonald & Kahn, Inc. were contracted to place approximately 44,200 cubic yards of Class F concrete and 2905 tons of reinforcing steel at a total estimated cost of $1,246,000. The Raymond Concrete Oil Co. cast-in-place the concrete piles and footings. Total cost of the viaduct including the construction contract, land acquistion, damages and track changes was $1,960,000, and was shared by Los Angeles City and County (25.5% each), the Santa Fe Railway Co. (21.5%), the Los Angeles Railway Corp. (14.5%), and Union Pacific Railway Co. (13%).

B13. Evaluator: Steve Mikesell
B14. Date of Evaluation: 6/19/1986
B15. Sources:

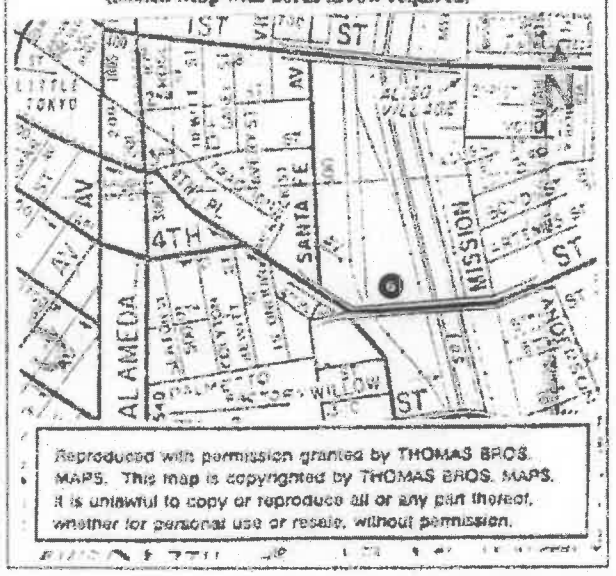
CALTRANS Historic Bridge Inventory, 1987. Bridge #44, Category 53 T.

Southwest Builder & Contractor, 4/24/1931, p. 46-48

Southwest Builder & Contractor, 8/7/31, p. 49-50.

(This space reserved for official comments.)

(Sketch Map with north arrow required)



Reproduced with permission granted by THOMAS BROS. MAPS. This map is copyrighted by THOMAS BROS. MAPS. It is unlawful to copy or reproduce all or any part thereof, whether for personal use or resale, without permission.

P3. Description

(article from 8/7/31 Southwest Builder & Contractor)

"the vertical elements at the main abutments separating the different sections. This accentuation of vertical lines was carried into the handrail, providing a vertical motif instead of the horizontal emphasis naturally produced by a series of horizontal elements...The vertical lines of the Gothic stonework were simplified into a severely plain treatment, quite in keeping with the massive concrete structure to be embellished. The precast concrete panels of the handrail, while expressing Gothic ornament, were designed to facilitate quantity production, but are in fact not Gothic. The vertical elements of the handrail are carried up into the ornamental bases of the precast concrete lighting standards. The lanterns are designed to harmonize with the remainder of the structure and yet carry ornamentatio to its greatest elaboration. They are cast in aluminum and are the first viaduct lighting units to be made of that metal. They harmonize with the natural concrete in the structure better thatn if they were cast in bronze."

The 2703 foot viaduct begins on the west in Fourth Street at Molino, crosses Santa Fe Avenue and the former Santa Fe railroad yards, the Los Angeles River, the Union Pacific railroad tracks, Mission Road and comes to grade at Anderson Street. A 425 foot long branch on the south side of the viaduct comes to grade in Fourth Place at Mateo Street.

The Fourth Street viaduct has survived with virtually no alterations, with the exception of removal of the two sets of trolley tracks originally constructed for the Los Angeles Railway Co.

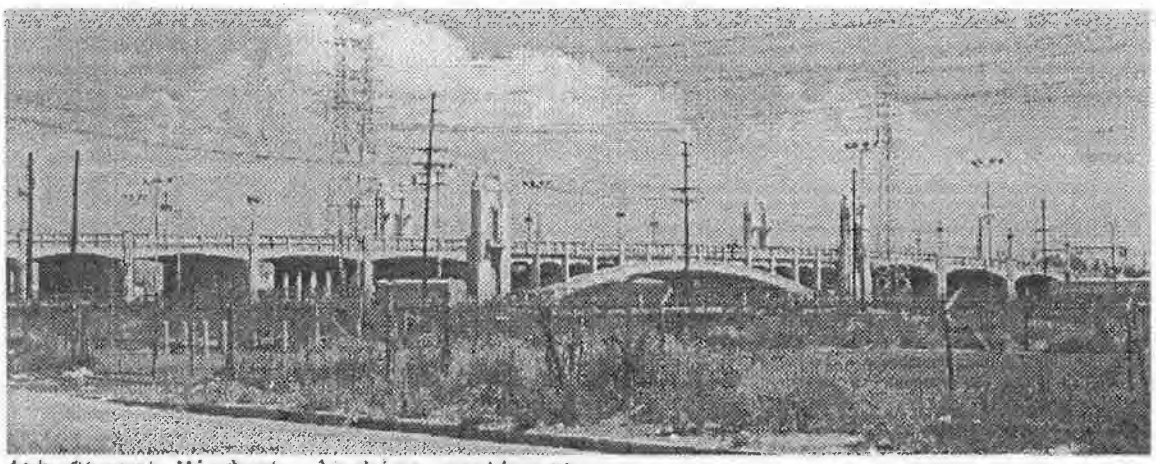
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 19-150194
HRI #
Trinomial

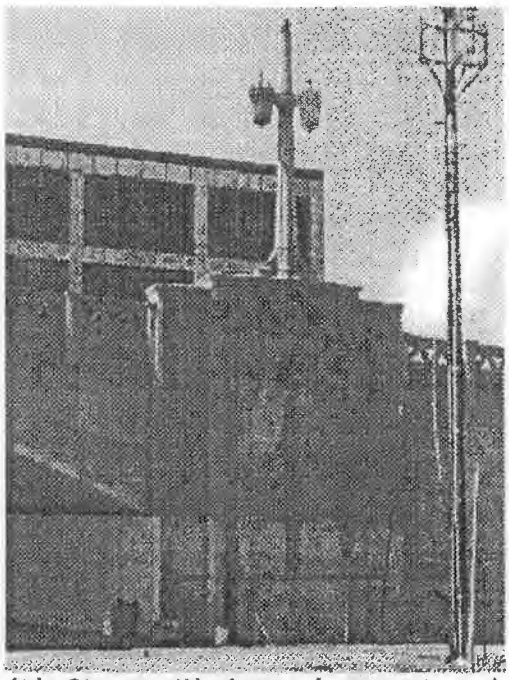
Page 1 of 1 *Resource Name or # (Assigned by recorder) 70
*Recorded by: Dana Slawson, Greenwood and Associates *Date 09-03-01 ☐ Continuation ☒ Update

The 4st Street Viaduct, located on the 900-1700 Blocks of East 4st Street, Los Angeles, was determined eligible for National Register listing in 1986 under Criterion C (NRHP Status Code 2S2). Since that determination, the property has not been altered in any significant way, its setting is not substantially changed, new information concerning historical associations has not been uncovered, and the stock of comparable properties has not diminished appreciably. A reassessment of its National Register status is not appropriate at this time.

Sources: Myra L. Frank & Assoc., *Section 106 Documentation for the Metro Rail Red Line East Extension*. 1994.



4th Street Viaduct, looking northeast.



4th Street Viaduct, lamppost and pier detail, looking south.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P 19- 150194 HRI# Trinomial	Update

Page 1 of 1 *Resource Name or # : 4th Street Bridge (53C0044), Los Angeles (WSE 92)

Pedestrian Evaluation

UTM: Zone 11; 386442 m/e; 3767446 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The 4th Street Bridge is one of twelve significant bridges that cross the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #906

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 4th Street Bridge crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 4th Street Bridge as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report.*

***Recorded by:** Pam Daly, Cogstone Resource Management ***Date:** July 2011 ☐ Continuation ☒ Update

Address: (Location): Spanning the Los Angeles River from approximately Myers Street at the east to Santa Fe Avenue at the west

Bridge Number: 53C 1321

Present Use: (Vehicular) Bridge

Historic Name: None

Owner and Address: City of Los Angeles Department Of Public Works
Bureau of Engineering
Real Estate Group
1149 S. Broadway, Suite 610
Los Angeles, CA 90015-2213

The 7th Street Viaduct was previously evaluated and determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C (period of significance 1910-1927) as a result of the Caltrans Historic Bridge Survey (HBS).
The 7th Street Viaduct was declared to be a City of Los Angeles Historic-Cultural Monument (HCM) on January 30, 2008 (HCM # 904). The Viaduct is determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR), and 5S1 (Individual property that is listed or designated locally).

A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information including its 2S2 and 5S1 status codes, remains accurate.

Looking southwest, Photo #7050, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Address: (Location): Spanning the Los Angeles River from Rio Vista Avenue at the east to Enterprise Street at the west

Bridge Number: 56C 0163

Present Use: (Vehicular) Bridge

Historic Name: 9th Street Viaduct

Owner and Address: City of Los Angeles Department Of Public Works
Bureau of Engineering
Real Estate Group
1149 S. Broadway, Suite 610
Los Angeles, CA 90015-2213

The Olympic Boulevard Bridge was previously evaluated and determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C (period of significance 1910-1927) as a result of the Caltrans Historic Bridge Survey (HBS).
The Olympic Boulevard Bridge was listed as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 902). The Bridge is determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. Based on the Caltrans HBS information, the California Historic Resource Code was determined to be 2S2.

A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information including its 5S1 status code, remains accurate.

Looking northwest, Photo #7111, 04/12/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Attachment D - CONFIDENTIAL

Archaeological Survey Report

REDACTED FROM PUBLIC REVIEW VERSION

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Attachment E

Public Participation

E.1, Ms. Hansen, City of Los Angeles Office of Historic Resources, 12/19/2014, regarding Thomas Barabee Warehouse

E.2, Mr. Moy, 06/02/2016, regarding Macy Street School

E.3, Mr. Knudson, 06/02/2016, regarding U.S. 101

E.4, Ms. McAdams, 06/14/2016, regarding Bauchet Street wall

E.5, Mr. Tom Savio, Los Angeles Union Station Historical Society, 12/31/2016, views on new design for the Union Station complex, functionality of the proposed passenger concourse, and alternative for two new pedestrian tunnels.

E.6, Mr. Will Wright, American Institute of Architects/Los Angeles Chapter, 01/11/2017, concerns that Link US be coordinated with the Union Station Master Plan, not preclude Red Line/Purple Line station in the Arts District, and integrate well with LADOT maintenance facility and California High Speed Rail.

E.7, Mr. David Schonbrunn, Train Riders Association of California, 01/11/2017, concerns about track verticality, constructability of new passenger concourse, accessibility resulting from demolition of existing ramps, and effects on historic bridges crossing the Los Angeles River.

E.8, FRA Section 106 Invitation to Consult (List of Entities Consulted Under Section 106 and Example Letter Attached)

E.9, Mr. Tom Savio, Los Angeles Union Station Historical Society, 03/09/2017, Acceptance to Consult under Section 106

E.10, Mr. Jonathan Nguyen, City of Los Angeles Housing Authority, 02/28/2017, concerns about parking, noise and vibration, safety, graffiti and trash, pollution, traffic congestion, the handball court, clotheslines, and the softball field.

E.11, 10/12/2016 Meeting with LA Conservancy, HACLA, and AIA LA Meeting Minutes

E.12, 01/19/2017 Meeting with HACLA Meeting Minutes

E.13, 02/07/2017 Meeting with LA office of Historic Resources and LA Conservancy Meeting Minutes

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Paul, Daniel

From: Janet Hansen <janet.hansen@lacity.org>
Sent: Friday, December 19, 2014 1:24 PM
To: Paul, Daniel
Subject: Re: A survey property: 611 Ducommun St.

Context Theme Property type. The tables for all of them used in SurveyLA is on the website. Below is the link to the architecture and engineering context and themes.

http://www.preservation.lacity.org/files/Architecture_and_Engineering_1850-1980.pdf

On Fri, Dec 19, 2014 at 1:14 PM, Paul, Daniel <Daniel.Paul@icfi.com> wrote:

Thank You. What is a CTP???

From: Janet Hansen [mailto:janet.hansen@lacity.org]
Sent: Friday, December 19, 2014 12:58 PM
To: Paul, Daniel
Subject: Re: A survey property: 611 Ducommun St.

Hi Daniel. We think this could be locally eligible. We do have a commercial vernacular style under the architecture context. The CTPs are all online.

On Thu, Dec 18, 2014 at 10:18 AM, Paul, Daniel <Daniel.Paul@icfi.com> wrote:

Hello Janet,

Here at ICF we working under HDR upon Southern California Regional Interconnector Project (SCRIP) which will expand rail track at and near Union Station, extending track at some stub ends south of the 101 freeway. We have OHR down as a Consulting Party, and your office will be receiving a formal letter discussing the project very soon.

But in the meantime, I have this building that is present within my APE: 611 Ducommun St. The building seems to have some character on its façade – which is all that is visible- and I wanted to get your thoughts on it if you are open to providing an opinion.

The original owner, Thomas Barrabee was in the gas industry; the building is located near former gas concerns, then oversaw a dye manufacturing company (that may have been related to gas) and has a patent on record for a "box."

I read through the industrial context statement—saw that there was section for the gas industry, but this building seems to be more commercial in its nature.

The façade seems nice; I wanted to get the City's opinion if this design is distinctive in a manner warranting HCM eligibility, and if so what the registration requirement is that the faced meets. Or, perhaps in your view this is just a nice façade.

An earlier DPR dismissed the property, but I wanted to double check.

I don't believe this section of the City has yet been surveyed as part of SurveyLA.

Please see attached, and let me know if you need any other information.

Thank You,

Daniel

Daniel D. Paul | Senior Architectural Historian | 213 312-1758 | daniel.paul@icfi.com | icfi.com

ICF INTERNATIONAL | 601 W. 5th Street, Ste 900, Los Angeles, CA 90071 | 213 312-1799 (f)

Please consider the environment before printing this e-mail.

--

Janet Hansen

Deputy Manager, Office of Historic Resources

Department of City Planning

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Los Angeles, CA 90012

(213) 978-1191 phone

(213) 978-0017 fax

www.MyHistoricLA.org

www.SurveyLA.org

--
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Link Union Station (Link US)

NEPA/CEQA Public Scoping Meeting

COMMENT SHEET

Name / Nombre / 姓名:

EUGENE MOY

Organization / Organización / 組織名稱:

CHINESE AMERICAN MUSEUM - CHINESE AM. CITIZENS ALLIANCE - CHIN. HIST. SOC.

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址:

emmoy49@gmail.com

PLEASE PROVIDE US WITH YOUR COMMENTS

The planning process should include thorough predevelopment research and evaluation of impacts to a historic neighborhood. The current Union station footprint overlays historic L.A. Chinatown. The proposed modifications will impact lands previously developed and may damage cultural remains on both Chinatown and the adjacent Mexican American neighborhood north of Cesar Chavez. The historic Macy street school building which still stands is a symbol of historic school segregation, and its historical significance should be thoroughly studied. The impact of the proposed new linkages on the structural integrity of Macy Street School should be carefully examined.

Metro

Continued on reverse side
Continúa en el reverso
继续反面

Bianca Ojeda

From: Mary McCormick
Sent: Friday, June 03, 2016 6:26 AM
To: Kim, Tom; Harrington, Michael
Cc: Foley, Samantha; Jennifer Lao; Michele Arce
Subject: Fw: Link US EIR-EIS

Good morning, this came in from Eugene very early this morning. We will be getting back to him, but I wanted to make sure you saw his comments as well. We can share more on this later today. Thanks Mary

---

From: Mary McCormick
Sent: Friday, June 3, 2016 6:11 AM
To: Eugene Moy; April.Cottini@hdrinc.com; Moshik.Mah@hdrinc.com; Lyle.Leitelt@dot.gov
Cc: pdwong@w2designinc.com; Michele Arce
Subject: Re: Link US EIR-EIS

Eugene,
Thank you very much. It was very nice to see you again. Your comments are very welcome and we appreciate you taking the time to share them. Since we are in a formal comment period it would also be important for you to direct these comments to Metro. There are several ways to do that and then it can be entered into the scoping comments for their review. We'll confirm that and get back to you. Thank you again. We'll be in touch and look forward to seeing you again. Take care. Mary

Mary McCormick
HDR/MBI Outreach Team
800-700-1999

From: Eugene Moy <ewmoy49@gmail.com>
Sent: Friday, June 3, 2016 4:46 AM
To: April.Cottini@hdrinc.com; Moshik.Mah@hdrinc.com; Lyle.Leitelt@dot.gov
Cc: pdwong@w2designinc.com; Michele Arce; Mary McCormick
Subject: Link US EIR-EIS

Good evening:
It was a pleasure chatting with you earlier this evening at Metro headquarters about the proposed improvements to Union Station for the run through tracks and high speed rail.
I am following up to briefly reiterate some of the thoughts I shared with you:
* I attended as an individual and not as an official representative of community organizations
* I am, however, a board member of: organizations that have an interest in the impacts of Union Station development:
* Chinese Historical Society of Southern California http://chssc.org/

Chinese Historical Society of Southern California Home

chssc.org

Documents the local history of Chinese settlers and immigrants. Includes calendar of events, meetings, and membership information. Publications include the annual ...

* (Friends of) Chinese American Museum http://camla.org/
* Chinese American Citizens Alliance http://www.cacala.org/, and
* Friends of Park 101 http://park101.org/

* I am offering some preliminary observations that I will take to these boards, and which observations could develop into formal comments from these organizations.
* Most people in the Chinatown/Chinese American community would support transportation and pedestrian improvements.
* As I indicated, a historic Chinatown community was displaced and buildings were destroyed with the construction of the original Union Station, and there is very little evidence, or educational information, about this historic displacement in one of the most public places in the city.
* There is very little that remains from the historic period, except for the Macy Street School that still stands on the north side of Cesar Chavez.
* Macy Street School served the Chinese and Mexican American communities nearby, because public schools were previously segregated by race. Nora Sterry, the former principal of Macy Street School, was an important advocate of public health and social reform; an elementary school in West L.A. currently bears her name.
* http://www.sterryelementary.org/who-was-nora-sterry.html
* http://digitallibrary.usc.edu/cdm/ref/collection/p15799coll3/id/276311
* https://books.google.com/books?id=KzasAAAAIAAJ&pg=PA97&lpg=PA97&dq=macy+street+school+nora+sterry&source=bl&ots=EsiHNGqr7w&sig=qpPCrHxg5_xh38d3-nScHUkWB5I&hl=en&sa=X&ved=0ahUKEwjO4b3e0YvNAhVMKiYKHd6LANcQ6AEIOjAF#v=onepage&q=macy%20street%20school%20nora%20sterry&f=false
* Therefore, I recommended, in addition to increasing the awareness of local history within Union Station proper, that adequate research be conducted to establish the historic significance of the Macy Street School building (now under private ownership, I believe), and perhaps also for some of the adjacent , possibly historic, buildings.
* Consequently, then, the impacts of the Link US project upon cultural resources like the Macy Street School and environs should be thoroughly and appropriately evaluated.
* A possible mitigation measure might be the acquisition, reinforcement, and adaptive reuse, or some combination thereof, of the Macy Street School building to preserve its architectural and historic character.
* An additional mitigation measure, to accommodate increased pedestrian volume, and enhance the pedestrian experience between Union Station and the Civic Center, would be to bridge the freeway with greenspace as proposed by the Friends of Park 101. Otherwise, the sidewalks crossing the 101 Freeway (and the crosswalks at the Arcadia and Aliso frontage roads as well) may be severely impacted.

These are suggestions from me at this time. As more people in the community become aware of the Link US and related projects, there should be additional comments forthcoming. I appreciate your attention and interest at this time, and look forward to further discussions.

Sincerely,

<<< ewm 626-926-5705 cell

--

Eugene W. Moy
ewmoy49@gmail.com

Link Union Station (Link US)

NEPA/CEQA Public Scoping Meeting

COMMENT SHEET

Name / Nombre / 姓名:

Joshua Knudson

Organization / Organización / 組織名稱:

Caltran, District 7, Environmental Planning – Cultural Studies

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址:

Joshua.knudson@dot.ca.gov 100S Main St, MS 16A, Los Angeles, CA 90012

PLEASE PROVIDE US WITH YOUR COMMENTS

~~How will the project effect Caltrans facility, US 101, & what is the preliminary thoughts on~~

My comment is just a general comment/clarification on the evaluation & effects on Caltrans' facilities in regards to cultural resources particularly. Will the US 101 be evaluated & what is the intial feeling on a determination of elisibility?

when will the draft technical study be circulated to the partners (Caltrans) for comment (cultural resource)?

As a private citizen, I am a little concerned for the effects on the NRHP listed Los Angeles Union Station. I am not too familiar w/ the nemination & resources, but hearing original platforms are being removed & heavily altered would be a major adverse effect. depending on the plans. ~~Mitigation~~ I would be interested to ~~hear~~ see what mitigation will be during the draft document phase.

Metro

Continued on reverse side
Continúa en el reverso →
继续反面

e-mail comment

From: Susan MacAdams [mailto:susan.macadams@gmail.com]
Sent: Tuesday, June 14, 2016 2:13 PM
To: Dierking, Mark; stepahnie.perez@dot.gov
Cc: Tom Kim; Owens, Jeanet; Michelle Boehm; dan.tempelis@hatchmott.com; Rachel Kesting; Fielding, Karl; Michael McLoughlin; sideris@ucla.edu; Carvajal, Elizabeth
Subject: LINK Scoping Comments proposed Bauchet Street underpass for Union Station

June 14, 2016

Susan MacAdams
130 E. Montecito Ave, Unit 211
Sierra Madre, CA 91024
Track and Alignment Specialist
Board Member, Train Riders Association of California
Union Station Historical Preservation Society

Mark Dierking
Community Relations Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-13-1
Los Angeles, CA 90012

RE: Public Comment for LINK Union Station -- NOI Scoping Comments

Proposed Bauchet Street Underpass for Union Station

Dear Mr. Dierking,

Thank you for speaking with me on June 2, 2016 at the the public scoping meeting held at Metro for the Link Union Station Project in Los Angeles, previously known as the run-through tracks or SCRIP Project.

Formerly, I was the High Speed Rail Planning Manager at Metro (2009-2011) and developed a strong knowledge of the various complex underground elements in and around Union Station. My responsibilities included providing cautionary warnings to engineers, planners and politicians in order to avoid safety issues and costly construction mistakes. Prior to that, during the 1980's, I was the track and alignment engineer for Metro's Red Line Subway. At that time I helped coordinate the construction documents for the subway box under Union Station.

When moving Metro forward to design a new rail yard for high speed rail at Union Station, things would go better, faster, cheaper if the Metro staff and consultants had a pdf file of the Red Line construction

documents to check the proposed placement of any new structures before proceeding with an EIR for the LINK project.

During the numerous design attempts to fit high speed rail into Union Station, the Metro planning department located a potential site to drop off and pick up passengers. On some old maps, Bauchet Street extended from east to west before Union Station train yard was built. It is believed that the roadway was not removed but simply covered over. Remnants of an old buttressed stone wall exist across the street from the Bad Boy Bail Bonds in an area not frequented by tourists but of historical interests to train buffs because of its proximity to the old yard master's tower. Re-opening Bauchet Street under the train yard just north of the Cesar Chavez underpass may be a solution worth investigating.

For those not familiar with the area, Bauchet Street runs parallel to and 500 feet north of Cesar Chavez, both streets go east and west. Currently, the longest passenger platform in Union Station has its northern terminus near the buried portion of Bauchet Street.

Underneath the train yard, Bouchet Street could be widened to six lanes: two center lanes for east and west traffic, and two lanes in each direction for drop off and pick up, similar to traffic flow design at modern airports. The old stones from Bauchet Street could be removed and used elsewhere in the design of the new structure.

In considering a taxi drop off for Metrolink and HSR, the businesses for bail bondsmen could be relocated and centralized into a new office tower and the vacated area bordered by Vignes, Avila, Bouchet, (french and spanish street names exist from the time when the area was a wine vineyard) could be used as a drop off area for passengers with a bus turnaround and taxi waiting services. There is not an opportunity for retail because of the proximity to the LA County Jail. This design solution should include a visual barrier to enhance security but can also provide a quicker access for boarding and disembarking from high speed rail.

Please consider this option in your EIR. This may be a better, faster and cheaper solution than modifying the Cesar Chavez Underpass, which due to its age and massive six foot thick walls, may not fair well with any design alterations, but may last hundreds of years in its current configuration.

Thank you for your attention to this matter.

Susan MacAdams
310-994-8407
susan.macadams@gmail.com

Los Angeles Union Station Historical Society
P.O. Box 411682
Los Angeles, CA 90041
(626) 799-3925
laushs@earthlink.net

December 31, 2016

Elizabeth Carvajel
Transportation Planning Manager
Los Angeles County Transportation Authority (Metro)
One Gateway Plaza, Mail Stop: 99-23-4
Los Angeles, CA 90012

Ref: Union Station Master Plan meeting of July 25, 2016

Dear Ms. Carvajal,

On July 2016, you held a meeting with the Los Angeles Union Station Historical Society (LAUSHS) Board of Directors to discuss the Union Station Master Plan. Thank you for inviting us to express our views on new designs for the Union Station complex. We did not respond earlier because we were awaiting the outcome Measure M, Metro's permanent sales tax increase.

Now that Measure M has successfully passed and Metro is assured of a stable source of income, we think it is appropriate to address the subject of the July meeting and what LAUSHS drew from it, while stressing the importance of maintaining the historic Spanish Colonial Revival and Art Deco architectural style for any future construction at the Union Station complex.

At the meeting, we looked at an artist's perspective of the proposed enlarged space beneath the tracks of Los Angeles Union Station, currently occupied by the pedestrian tunnel that leads passengers from the station's main structure or headhouse to the Metro Gold Line, Amtrak and Metrolink tracks above, the Metro Red-line tracks below and culminating with the Patsaouras Transit Plaza at the far east end. Where the tunnel now exists is proposed to be a passenger mall that features a stepped and depressed public space with track ramps arranged in a saw-tooth fashion. The architectural style for the new public space appears to be, in our opinion, a generic 21st century style that one might encounter in contemporary airports and shopping malls in the American heartland or even in the Middle and Far East. The headhouse's Spanish Colonial Revival and Art Deco elements were not incorporated into this perspective.

A local example of excellent railway station preservation and adoptive reuse, is the former Pasadena Santa Fe Railway depot adjacent to Metro's Gold Line Del Mar Station—which has been converted into a leading restaurant. The waiting room is the main dining room, the old baggage & parcel express room is a trendy pizzeria. Its large doors—that once hosted hotel "tally-hos"—are now huge windows. The depot's interior features the original custom-made chandeliers and rare hand-made Batchelder tiles. Metro might look to this example of station repurposing when planning new construction at historic Union Station so it is more sensitive and efficient.

Our Board made the following suggestions at the meeting:

A.) The transfer of passengers between routes and modes would be better facilitated with a flat or slightly ramped surface. Multiple steps would present a hazard that inhibits the free and rapid movement of pedestrians, wheelchair users and service trolleys and likely not comply with ADA requirements.

B.) The saw-tooth style of ramp placement would further inhibit the flow of persons and equipment because all ramp thresholds would not be visible from any one ramp threshold as is now the case.

C.) The 21st-Century décor and details shown in the perspective "argues" with the existing Spanish Colonial Revival style and Art Deco elements of Union Station's world famous headhouse. It also conflicts with Mayor Garcetti's stated point-of-view, at a Metro Board meeting, that any new construction must blend with the original architecture. Furthermore, Metro should not reference other Spanish Colonial Revival buildings when designing the new tunnel because the headhouse itself is a unique prototype. In the words of LAUSHS board member Alan Weeks, "The new Union Station construction conflicts with the original architecture, like I.M. Pei's glass pyramids do with the French Renaissance style Louvre Museum in Paris." (See attachment.)

D.) An alternative to the above perspective was also discussed. Two new pedestrian tunnels could be dug, one on each side of the current tunnel. They would originate north and south of the headhouse patios, thus obviating an enlarged central tunnel, mall space and raising the terminal tracks.

Finally, we understood at the July meeting that LAUSHS would be notified of any future Metro public meetings that dealt with Union Station. However, we were not notified of the October 2016 Metro Board meeting. We ask that LAUSHS be notified of any future Metro meetings that will include Union Station on its agenda.

Respectfully submitted,

Tom Savio,
Executive Director
Los Angeles Union Station Historical Society

cc: E. Carvajal
C. Chasteen
A. Weeks
S. MacAdams
Metro Board of Directors

Starzak, Richard

From: Will Wright <will@aialosangeles.org>
Sent: Wednesday, January 11, 2017 11:08 AM
To: Nina Delu
Cc: Starzak, Richard; O'Neill, Patrick; stephanie.perez@dot.gov; Laura Shick (Laura.Shick@dot.gov); Leitelt, Lyle (FRA); Jeanet Owens; Man San (Vincent) Chio
Subject: Re: Link US Section 106 consultation

Nina, thank you for your patience.

My initial concern was to ensure that the LINK US is coordinated as closely as possible with the plans ongoing for the Union Station Master Plan, and that LINK US includes (rather than prevents) the feasibility of a prospective Red Line/ Purple Line station in the Arts District. We also want to ensure that LINK US integrates well with the prospective LADOT maintenance facility, as well as, the future alignment and station of the California High Speed Rail.

When I reached out initially to have a chance to share feedback, it was with concern that Link US was well underway at the same time that so many other transportation investments (and plans) were happening in the exact same vicinity - so we wanted to ensure that all of these efforts were more deeply and holistically integrated.

As to the historic properties, I generally support the findings of of your team and encourage you to also seek the advice of the Los Angeles Conservancy and City of LA DCP Office of Historic Resources.

So with all of that said - I think it is best for you to proceed with your schedule.

We trust that the diligence and professionalism at HDR is comprehensive and holistic.

Very truly yours,

Will Wright, Hon. AIA|LA
Director, Government & Public Affairs
American Institute of Architects/Los Angeles Chapter
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AIA Los Angeles

THE CENTER
CENTER FOR ARCHITECTURE AND URBAN DESIGN LOS ANGELES

On Jan 11, 2017, at 8:49 AM, Delu, Nina <Nina.Delu@hdrinc.com> wrote:

Hi Will,

I wanted to follow up with you in regards to the Link US Project and the Section 106 Consultation. Is AIA going to be able to provide feedback/recommendations regarding historic properties or any other information AIA would like to provide regarding historic properties? We would like to have your input by January 19, 2017 to maintain our current schedule.

Thank you in advance for your participation in the Section 106 process.

Thanks,
Nina

Antonina "Nina" Delu, RPA
D 714.368.5658 **M** 949.892.9413

hdrinc.com/follow-us

TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

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www.calrailnews.com
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January 11, 2017

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Administrative Director

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Shelby Kaplan
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Susan MacAdams
Los Angeles County

William F. McGeehan III
Contra Contra County

Antonina “Nina” Delu
HDR
3230 El Camino Real, Suite 200
Irvine, CA 92602

Re: Comments on Link US Project

Dear Ms. Delu:

Thank you for allowing us to participate in this NEPA Section 106 historical resources consultation on the Link US proposal. While completion of the run-through tracks is one of TRAC's highest priorities, we have serious doubts about other program elements that have been grafted onto the project. As passenger advocates, we monitor proposed uses of public transit-related funding, in an effort to secure the maximum benefits for passengers. We feel compelled to identify the problems we see with the current Link US proposals, so that infeasible elements can be shut down immediately and the waste of precious resources be avoided.

TRAC is concerned about the vertical relationship between the platform tracks and the mainline tracks. That's why we have continued to ask for cross sections and track profiles. Building the platform tracks higher than the mainline tracks violates a fundamental principle of railyard design: it creates the risk of runaway trains leaving the station and derailing or colliding with other traffic.

This is precisely what occurred at Lac-Megantic, Canada. Brakes were not properly set, allowing the train to roll down a grade and derail, with great loss of life and property. While passenger trains do not have the explosion potential of oil trains, there still is the heightened possibility of undesirable outcomes.

The following recommendations from the 2015 AREMA Manual for Railway Engineering are instructive:

6.2.3 l. The track profile through the station should be 0.5% or less.
6.3.3 g. Tracks [in a passenger train yard] should be placed on as nearly a level gradient as possible.

TRAC finds a new passenger concourse to not be worth the tradeoff of building-in the safety concerns identified above. We ask that an alternative be studied without a new passenger concourse. If an increased passenger load requires

more capacity, we suggest constructing two new tunnels parallel to the existing passenger tunnel. We would be pleased to provide a detailed description for an appropriate alternative.

We are also very concerned about the constructability of the proposed new passenger concourse on an operating rail terminus. The need to retain operational tracks would require a carefully phased project that would not only be very disruptive to passengers and to operations, it would be very expensive.

In addition, we are aware that LAUS has some of the most extensive special trackwork on the West Coast. We know that the double split switches must maintain a horizontal profile of no more than 0.3% slope. That would appear to be impossible to achieve with the current proposal, and again is why we ask for sections to independently verify HDR's assumptions and conclusions.

Another concern of ours is accessibility by elderly and disabled passengers, who constitute a significant share of the users of LAUS. These passengers now use motorized shuttles, which require ramps. It is our understanding that under the proposal, all ramps in the station would be demolished, even though replacement accessibility features for these passengers have not been identified.

While these concerns do not fall directly under the purview of a consultation on historic properties, we remain concerned that the historic bridges crossing the Los Angeles River would be severely affected if they had to be elevated to comply with clearance requirements under CPUC General Order 26-D when preserving the vertical relationship between the platform and mainline tracks.

TRAC is aligned with the interests of the LAUS Historical Society. We too are deeply appreciative of the historic architecture of LAUS. We are unable to offer any opinions about the compatibility of the proposed project with the historic resources of the station, because we have not been given any renderings to review. We will be pleased to offer our thoughts when offered materials, because we are concerned that any new construction in the station fit well with the superb restoration that was completed after LA Metro purchased the historic property.

TRAC appreciates this opportunity to be involved in the protection and enhancement of the most important rail facility in Southern California.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy
David@Schonbrunn.org

HOUSING AUTHORITY OF THE CITY OF LOS ANGELES
AN EQUAL EMPLOYMENT OPPORTUNITY-AFFIRMATIVE ACTION EMPLOYER
2600 Wilshire Boulevard • Los Angeles, California 90057 • (213) 252-2500
www.hacla.org TTY (213) 252-5313

February 28, 2017

HACLA has been asked to provide comments on the Link Union Station (Link US) Project and its potential impact to the William Mead Community. The Link US Project proposed railway expansion with the maximum footprint will result in a thirteen foot encroachment onto William Mead's perimeter along Bolero Lane and continue through the current softball field (yellow highlighted area Appendix 1). The following issues and concerns will adversely impact our residents as a result of this encroachment. Consequently, HACLA and William Mead residents strongly object to and are against this project.

I. Parking

A. Concerns:

1. The expansion will result in a reduction of 21 parking stalls along Bolero Lane.
2. William Mead currently only has enough parking for 67% of their residents. This is based on a one vehicle per residential unit assumption. The reduction in 21 parking spots will result in only a 62% coverage.
3. Limited parking often requires resident to park in areas outside of the site. This poses a physical and property safety concern for residents that come home late from work or school and must walk through an area with a strong gang presence, leaving their vehicle out of sight.

B. Viable Solution:

The Link US Project will need to find a solution to the parking spaces impacted by the project. Being able to add parking spaces would be a benefit to the community. We request that parking structures be built in the areas identified in Appendix 2 as part of the Project's expansion plans. These structures will add parking for residents and potentially serve as parking for metro users during the day.

II. Noise & Vibrations

A. Concerns:

1. Residents already endure significant noise levels from current trains, trains' horns, and repairs. The train horns begin at 4 am and when the trains are no longer running, repair or maintenance work is performed throughout the night.

2. Residents are concerned that the proposed noise reducing wall/barrier will not be able to mitigate the increased noise and vibrations from the proposed project.
3. A high speed train will also be expected to lead to increased noise and vibrations over what the residents currently endure. HACLA would like to see the results from the noise and vibration study from the January 2017 testing. We would also like to see forecasted noise impacts and how those figures compare to the current noise levels at William Mead along with those of other residential areas that currently experience the effect of high speed rails.
4. Appendix 3 shows the relative distance of Building 16 to the tracks in comparison to the Social Hall on site. HDR consultants acknowledged that while in the social hall, which is approximately 372 feet away from the current train activity, they were able to substantially feel and hear the train. In comparison, Building 16 is currently 252 feet closer to the tracks. As a result of the proposed project, Building 16 will be thirteen feet closer, thereby placing it at only approximately 107 feet from the new tracks. Those residents will experience even greater permanent significant increases of noise, dust and daily interruption as a result of the project.
5. HACLA is also concerned about property damage to the building that will result from vibrations over time and request that an assessment be made of potential damage along with a remedy to mitigate it and make any necessary repairs due to long term impacts.

B. Viable Solution:

1. Presently, existing windows are the original steel single-pane and are generally susceptible to noise and vibration. In order for the noise level to be of an acceptable Sound Transmission Class (STC) rating, the Link US Project needs to conduct studies to determine the appropriate noise reduction measures, such as, upgrading windows with a combination of laminated and insulated windows.
2. HACLA would propose at a minimum that triple paned windows be installed as well as sufficient sound insulation for all affected community buildings and units to address and mitigate the noise and vibration impacts to the buildings at William Mead.

III. Safety – concerns of derailment and the closer proximity of Building 16 to the tracks was another big concern. Greater damage from faster moving trains are also worrisome to HACLA and residents. HACLA would like to see the measures proposed to decrease the impacts of probable accidents of this nature or others.

IV. Graffiti and Trash – These are major issues on the property. HACLA has a general 24 hour process to paint over graffiti once it is discovered. If the noise wall is built, the wall will act as a canvas for graffiti and trash pile up against the wall. HACLA would like to have these effects addressed. The Link US Project will also need to design and construct new lighting to deter nuisance activities around the sound wall. Periodic maintenance of this wall by applying and cleaning over anti-graffiti coating needs to be a continuing function of the Project.

V. Pollution – concerns over current dust and pollutants from train. It is anticipated that during construction and thereafter, the residents will experience increased pollution and dust from the construction and high speed rail activity. In addition, residents have expressed further concerns about increased trash and the buildup of construction related debris during construction.

VI. Traffic Congestion – more train users entering and leaving the area.

VII. Additional Section 106 Items

1. Handball Court – request that the facility be relocated.
2. Clotheslines – can be shortened but must remain intact for residents to dry clothes since many residents cannot afford to buy dryers.
3. 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.

VIII. Appendix 4 – preliminary resident petition and letters of nonsupport for the Link US Project.

Thank you,

Jonathan Nguyen on behalf of

Martin Peery, Director of Public Housing

Entities Consulted Under Section 106

Local Government

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Jeanet Owens, Executive Officer-Regional Rail
One Gateway Plaza
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Los Angeles County Historic Landmarks and
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Louis Skelton, Chairman
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Anthea M. Hartig, Executive Director
678 Mission Street
San Francisco, CA 94105

Chinese Historical Society of Southern California
Donald Loo, President
415 Bernard Street
Los Angeles, CA 90012

Historical Society of Southern California
P.O. Box 93487
Pasadena, CA 91109

Society of Architectural Historians,
Southern California Chapter
Sian Winship, President
P.O. Box 56478
Sherman Oaks, CA 91413

Boyle Heights Historical Society
435 South Boyle Avenue
Los Angeles, California 90033

Little Tokyo Historical Society
319 E. Second St., Suite 203
Los Angeles, CA 90012

El Pueblo de Los Angeles Monument Commission
125 Paseo de la Plaza
Los Angeles, CA 90012

Los Angeles City Historical Society
P.O. Box 862311
Los Angeles, CA 90086-2311

Los Angeles Union Station Historical Society
P.O Box 411682
Los Angeles, CA 90041

Architectural Organizations

AIA Los Angeles
Nicci Solomons, Executive Director
3780 Wilshire Boulevard, Suite 800
Los Angeles, CA 90010

Los Angeles Forum for Architecture and Urban Design
P.O. Box 291774
Los Angeles, CA 90026

Environmental Organizations

Friends of the Los Angeles River
Lewis MacAdams, President
570 W. Avenue 26, #250
Los Angeles, CA 90065

Museums

Japanese American National Museum
100 N. Central Avenue
Los Angeles, CA 90012

Natural History Museum
William D. Estrada, Curator
900 Exposition Boulevard
Los Angeles, CA 90007

Chinese American Museum
Michael Truong, Director of Education and Programs
125 Paseo de la Plaza, Suite 300
Los Angeles, CA 90012

Railroad Organizations

Pacific Railroad Society
210 W. Bonita Avenue
San Dimas, CA 91773

Southern Pacific Historical and Technical Society
1523 Howard Access Road
Upland, CA 91786

San Bernardino Railroad Historical Society
Paul Prine, President
121 Alabama Street
Huntington Beach, CA 92648

California State Railroad Museum
125 I Street
Sacramento, CA 95814

Train Riders Association of California
Paul Dyson
1025 Ninth Street
Sacramento, CA 95814

The Transit Coalition
ATTN: Bart Reed
P.O. Box 567
San Fernando, CA91341

Lomita Railroad Museum
Julie Klarin, Curator
2137 W 250th Street
Lomita, CA 90717

Los Angeles Railroad Heritage Foundation
Wendell Mortimer, President
1500 W. Alhambra Road
Alhambra, CA 91801

Travel Town Planning and Development
Department of Recreation and Parks
Park Services Division
4800 Griffith Park Drive, Mail Stop 663
Los Angeles, CA 90027

Additional Interested Parties

Central City Association
Carol Schatz, President
626 Wilshire Boulevard
Los Angeles, CA 90017

JACCC
Little Tokyo Community Council
244 S. San Pedro Street
Los Angeles, CA 90012

Boyle Heights Neighborhood Council
Carlos Montes, President
2130 E. First Street, Suite 110
Los Angeles, CA 90033

Los Angeles River Artists and Business Association
Steve Allwright, Board Member
801 E. Fourth Place
Los Angeles, CA 90013

Historic Downtown Business Improvement District
453 S. Spring Street, Suite 1116
Los Angeles, CA 90013

Chinatown BID
727 N. Broadway, Suite 208
Los Angeles, CA 90012

East Los Angeles Community Corporation
530 S. Boyle Avenue
Los Angeles, CA 90033

Central City East Association
Raquel Beard, Executive Director
725 S. Crocker Street
Los Angeles, CA 90021

Downtown Los Angeles Neighborhood Council
Patricia Berman, President
P.O. Box 13096
Los Angeles, CA 90013

El Pueblo Historic Cultural Neighborhood Council
Attn. Brian Kito
307 E. First Street
LA, CA 90012

One letter and its attachments has been included as a representative of the letter mailed to the entities listed below in an effort to reduce redundancy.

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 24, 2016

AIA Los Angeles
Nicci Solomons, Executive Director
3780 Wilshire Blvd., Suite 800
Los Angeles, CA 90010

Subject: Invitation to be a Section 106 Consulting Party for the Link Union Station Project

Dear Ms. Solomons:

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station Project (Link US, Project) to transform Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA). Pursuant to NEPA and CEQA, respectively, FRA and Metro will be preparing an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Link US Project.

FRA recently initiated Section 106 consultation with the California State Historic Preservation Officer (CA SHPO) for the Project and, in accordance with the Section 106 regulations at 36 CFR Part 800.2(c), is identifying additional consulting parties to participate in the Section 106 process. The process will include identifying historic properties, assessing potential effects to those properties, and identifying possible ways to avoid, minimize, or mitigate adverse effects to historic properties. By way of this letter, FRA is inviting your agency or organization to be a consulting party in the Section 106 process for the Project. As a consulting party you will be given an opportunity to share your views regarding project alternatives and the potential effects of those alternatives on historic properties; to receive, review, and comment on Section 106-related documents; and to offer and consider possible solutions to resolve any adverse effects together with the FRA, CA SHPO, and other consulting parties.

Project Location: The proposed Project is located at Los Angeles Union Station (LAUS), 800 North Alameda Street, City of Los Angeles, California 90012. LAUS is generally bounded by U.S. 101 to the south, Alameda Street to the west, Cesar E. Chavez Avenue to the north, and Vignes Street to the east. The Project extends north, south, and east of LAUS to encompass various Project elements. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which encompasses the anticipated extent of environmental study associated with the major Project components currently under consideration.

Project Background: Link US is very similar to a project that was considered in 2004, known as the Los Angeles Union Station Run-Through Tracks Project (Run-Through Tracks Project). That project, as originally described in the previous 2005 NEPA EIS/CEQA EIR, is no longer being pursued by FRA, and Metro will replace the California Department of Transportation (Caltrans) as the CEQA Lead Agency. Substantial revisions since 2005 to the concept, design, and function of the Run-Through Tracks Project have prompted the need for FRA and Metro to treat Link US as a new Project. FRA is authorized to provide, subject to appropriations, funding for intercity passenger and rail capital investments and to provide loans and other financial support for railroad investment. Currently, the Link US Project has not received financial assistance from FRA. However, the relevance of the Project to other intercity passenger rail services and to California High-Speed Rail (HSR) may mean that the Project is eligible for future funding or financing from FRA.

The EIS/EIR will consider the No Action/No Build Alternative and potentially up to four (4) Build Alternatives for Link US. California HSR is considered a related project to Link US. The Link US EIS/EIR will evaluate the physical improvements to accommodate potential HSR service at LAUS within the limits of the Project.

Major components of the Link US Project are described below and depicted in Figure 3):

- ***Throat and Elevated Rail Yard*** – The Project would include new track and subgrade improvements to increase the elevation of the tracks leading to LAUS known as the "throat" and an elevated rail yard that would include longer, elevated passenger platforms and canopies.
- ***New Passenger Concourse*** – The Project would include the Link US-related portion of the new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building functional support areas) including up to 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The Link US-related portion of the new passenger concourse would enhance Americans with Disabilities Act (ADA) accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.

- ***Run-Through Tracks*** – The Project would include up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/ intercity rail (Metrolink/Amtrak) and HSR south along the west bank of the Los Angeles River, and a separate overhead viaduct for a loop track(s) turning north to the existing Keller Yard.

The Project also requires: modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to U.S. 101 and local streets to accommodate the run-through tracks overhead viaducts; railroad signal, positive train control (PTC), and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the Southern California Regional Rail Authority (SCRRA) West Bank mainline tracks; modifications to the existing Keller Yard and BNSF Railway West Bank Yard; modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; and utility relocations, replacements, and abandonments.

Because of the possibility of future FRA funding, FRA is initiating the Section 106 process for the Project to consider potential impacts on historic properties and cultural resources.

Existing Information: The Link US Project will occupy much of the same space as the former LAUS Run-Through Tracks Project. The EIS/EIR prepared for the LAUS Run-Through Tracks Project, as well as research conducted specifically to meet Section 106 requirements, generated a substantial amount of information regarding historic properties that will occur within the Project study area proposed for Link US. This resource-specific information has been used to help define the Area of Potential Effects (APE) for the Link US Project. Likewise, this information leads the FRA to anticipate that the proposed Project has the potential to cause adverse effects to properties listed in or eligible for listing in the National Register of Historic Properties (NRHP), including two NRHP-listed properties: LAUS and the Los Angeles Terminal Annex Post Office.

The following resources have also been previously recorded in the Project study area and determined NRHP-eligible during the Section 106 review process for other projects: the William Mead Homes, Mission Tower, the Macy Street (Cesar Chavez) Viaduct, the First Street Viaduct over the Los Angeles River, the Fourth Street Viaduct over the Los Angeles River, the Sixth Street Viaduct over the Los Angeles River (currently under demolition by others), the Seventh Street Viaduct over the Los Angeles River, and the Ninth Street Viaduct over the Los Angeles River. Archaeological sites located within the Project study area may also be eligible for the NRHP, including CA-LAN-1575/H, which is a multi-component site representing archaeological manifestations of portions of:

- Historic Los Angeles Chinatown;
- Early Spanish and Mexican era remains associated with the original El Pueblo de Los Angeles;

- Native American cultural materials and human remains possibly associated with the ethnographic Gabrielino village of *Yaan'ga*; and
- Prehistoric Native American materials, some of which have been found buried up to 4.5 meters below the present ground surface near the existing LAUS terminal building.

As part of our research, FRA and Metro are contacting local historical organizations and museums, as well as other interested groups that may have knowledge of or concerns with any historic buildings, districts, sites, objects, or archaeological sites that may be located in the Project area. Our assessments will be based on the criteria for listing in the NRHP and the California Register of Historical Resources (CRHR). If you accept this invitation to be a Section 106 consulting party for the Project, any information you can provide will help assure that these properties will be considered as a part of the Section 106 process and EIS development.

If your organization wishes to accept this invitation to be a consulting party, please provide the name and contact information for your organization's representative and notify FRA in writing within 30 days of receiving this letter; contact information is provided below. If you do not wish to participate in consultation for this project, we also ask that you inform us at your earliest convenience and within the 30-day period. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project may advance and you may not have an opportunity to comment on previous steps in the Section 106 process.

Lead Agency Point of Contact

Ms. Stephanie Perez
Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
RPD-13
Washington, DC 20590
Email: stephanie.perez@dot.gov
Phone: (202) 493-0388

We value your input and look forward to consulting with you regarding this Project. If you have questions regarding this Project or Section 106 consultation effort, please contact Stephanie Perez (see contact information above).

Sincerely,

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Figures: 1. Project Location and Regional Vicinity Map
2. Link Union Station – Project Study Area Map
3. Link Union Station – Major Project Components

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Jeanet Owens, Metro
Vincent Chio, Metro
Tom Kim, HDR
Patrick O'Neill, HDR
Nina Delu, HDR

Figure 1. Project Location and Regional Vicinity

Figure 2. Link Union Station – Project Study Area

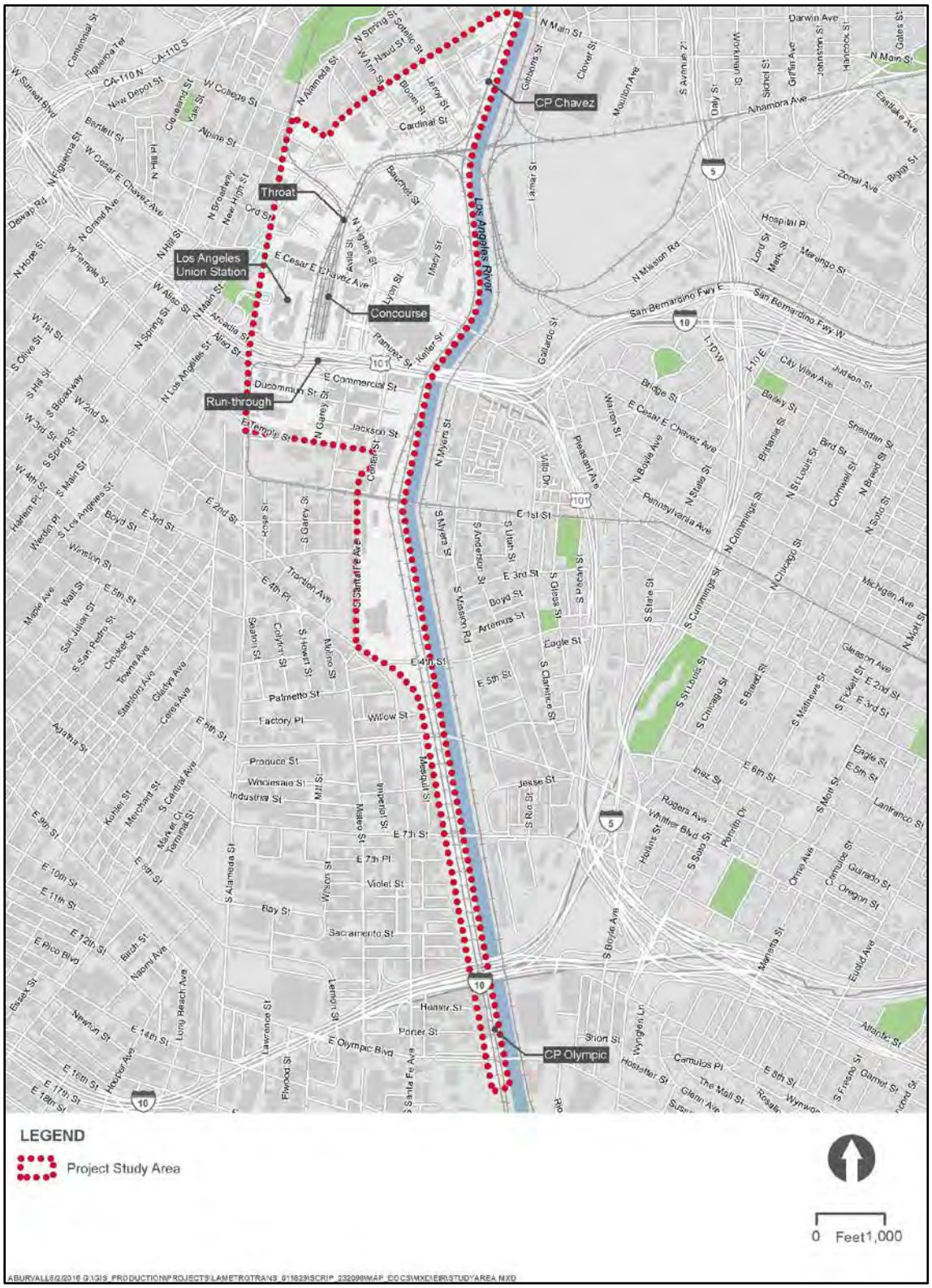
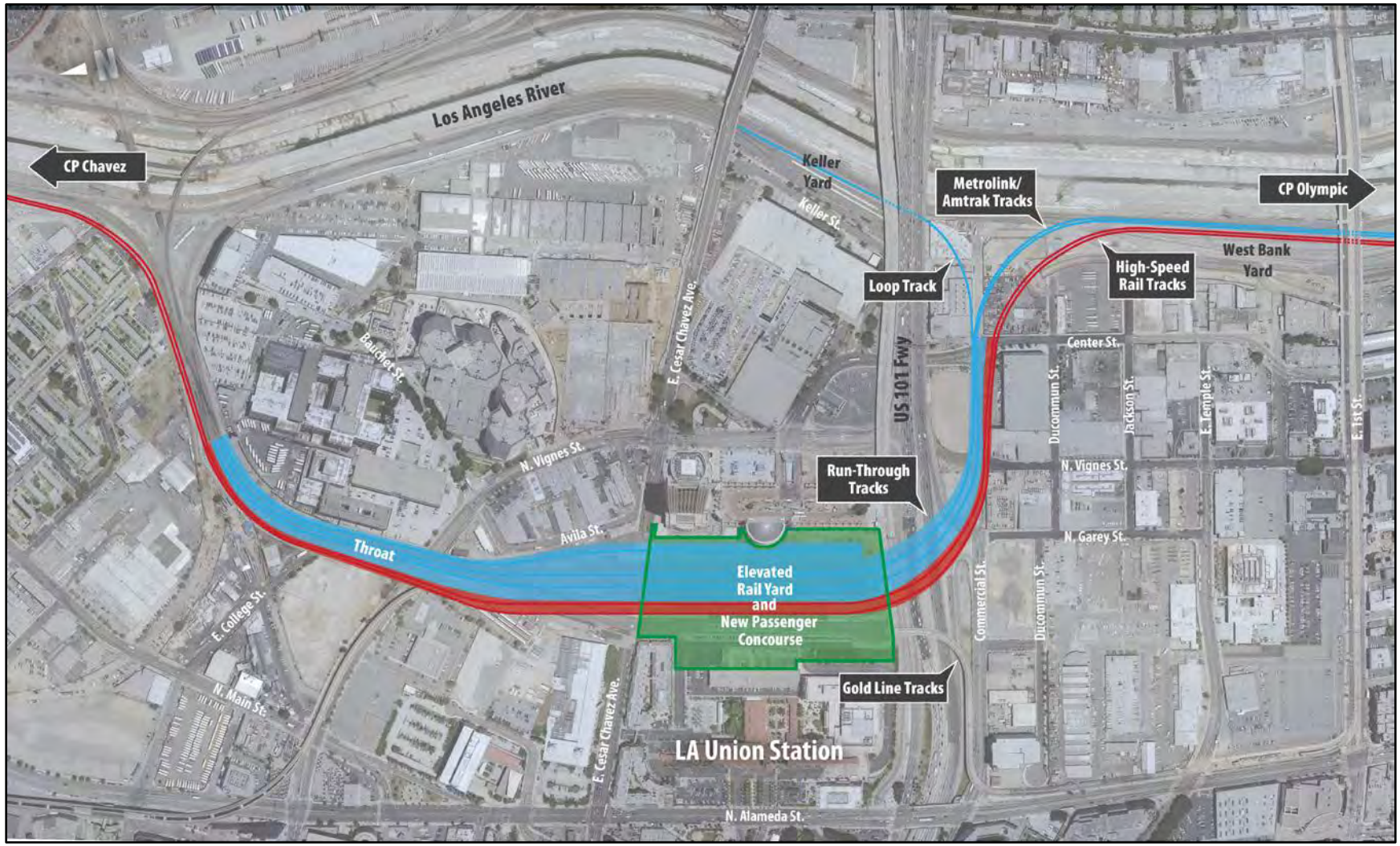


Figure 3. Link Union Station – Major Project Components



From: Jessica Valdez
To: Delu, Nina
Cc: Joseph Ontiveros
Subject: Link Union Station
Date: Wednesday, February 01, 2017 4:27:31 PM

Nina,

With regards to the Link Union Station Project, please consider this email as a formal conclusion to consultation under Section 106 for the Soboba Band of Luiseño Indians. The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department. At this time the Soboba Band does not have any specific or immediate concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies. We recommend that you contact local tribes who are in closer proximity to the project area. The tribe also requests notification of any inadvertent discoveries throughout the course of the project. Please feel free to contact us with any additional questions or concerns.

Jessica Valdez
Soboba Band of Luiseño *Indians*
Cultural Resource Department
Office: (951)-654-5544 Ext: 4139
JValdez@soboba-nsn.gov

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LOS ANGELES UNION STATION HISTORICAL SOCIETY

P.O. Box 411682
Los Angeles, CA 90041
laushs@earthlink.net
(626) 799-3925

March 9, 2017

Ms. Stephanie Perez
Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
RPD-13
Washington, DC 20590

Subject: Acceptance to consult under Section 106 for the Link Union Station Project

Dear Ms. Perez,

Thank you for your letter of February 13, 2017.

The Board of Directors of the Los Angeles Union Station Historical Society accepts your kind invitation to consult on the above project. The Board has appointed me, Tom Savio, Executive Director, as its representative. My contact information is provided above.

Regards,

Tom Savio
Executive Director
Los Angeles Union Station Historical Society

cc: LAUSHS Board of Directors

Meeting Summary

Project: **Link Union Station**

Subject: FRA Section 106 Consulting and Interested Party Information Meeting

Date: Wednesday, October 12, 2016

Location: Conference Call: Dial-In Number 866-583-7984, Conference Code 291-344-3058

Attendees:

Stephanie Perez – FRA (via phone)
Lyle Leitelt – FRA
Laura Shick – FRA (via phone)
Vincent Chio – Metro
Tom Kim - HDR
Patrick O'Neill – HDR
Nina Delu – HDR
Rick Starzak – ICF
Daniel Paul - ICF
Adrian Fine - LA Conservancy
Diraj Narayan – HACLA (via phone)
Will Wright – AIA LA (via phone)

The intent of this meeting was to provide information regarding the Link Union Station (Link US) Project to those agencies and organizations that have requested to consult under Section 106.

1. Introductions

2. Link Union Station Project

HDR presented information regarding the project history and how LINK US has evolved from the Los Angeles Union Station (LAUS) Run-Through Tracks Project to the Southern California Regional Interconnector Project (SCRIP) to the current Link US Project. The project location, need, and benefits were presented. Major project features were discussed. An update on the robust public outreach effort was also presented.

- The Housing Authority of the City of Los Angeles (HACLA) asked for further information regarding public meetings and HDR discussed the extensive outreach effort that has been made ranging from scoping meetings, to meetings with stakeholders, and outreach effort to the community.
- The Los Angeles Conservancy (LA Conservancy) asked how the proposed project interfaces with the 1st Street Bridge across the LA River. HDR noted that in that area, Link US ties back in with the existing rail lines at-grade, beneath both the 1st Street Bridge. HDR confirmed there are no impacts anticipated to any of the highway or railroad bridges that cross the LA River.

3. Project Schedule

HDR discussed the project schedule as it relates to cultural resources, indicating that the team is wrapping up the identification phase and impact assessment is beginning. The team will be setting up a meeting with SHPO in the near future to discuss impacts and preliminary design and then will setup another meeting with consulting/interested parties relative to the resources of particular interest.

- Assessing level of effect will be reported in a Draft Finding of Effect (FOE) document (Winter 2016)
- Draft EIS/EIR publication is planned for Spring 2017
- Anticipating Draft MOA in Spring/Summer of 2017
- Anticipating Final MOA, Final EIS/EIR and ROD Winter of 2017

4. Identified Cultural Resources

HDR presented the latest revision of the Area of Potential Effect Map (APE) and noted that this map set has been sent to SHPO, but they have not yet provided review comments. The various resources in the APE were discussed regarding their eligibility status, including a brief description of the archaeological site in the area and all of the historic resources. The HDR team presented the various types of construction that have occurred at LAUS throughout the history and how the historic fabric of the area has been altered.

- LA Conservancy asked a question regarding assessing impacts to the LAUS main building. The HDR team responded that the main building is included within the APE (the entirety of the LAUS is within the APE).

5. Next Steps

Next Steps for the project include meeting with SHPO to present the resources, provide an assessment of the preliminary level of effects, and discuss key design features. Assessing effects will be reported in the Draft FOE, very likely reporting an adverse effect. FRA will likely contact the Advisory Counsel on Historic Preservation (ACHP) regarding the level of effect. FRA will also host individual consultation meetings regarding specific resources of concern to various consulting/interested parties and will need to better understand what resources are important to each consulting/interested party moving forward.

6. Consultation Contacts

Contact information was given for FRA, Metro, and HDR.

7. Questions/Comments

AIA: Comment regarding Link US relative to other nearby projects and the fabric of the neighborhood itself; the neighborhood is “just as significant”— the integration of all these projects together, provided they are not [coordinated], will be “kindling ready to implode.” AIA suggested a working group to share information between projects.

- HDR noted that overall the community feedback received at numerous outreach meetings (e.g., neighborhood councils, business improvement districts) has been positive.
- HDR also replied that historic resource impacts are both resource specific and cumulative in terms of assessing impacts.
- Metro noted that “public fatigue” is of concern in trying to coordinate multiple project efforts to the public.

LA Conservancy: At what point can we consult on the APE?

- HDR replied that the APE map is still considered a draft and the SHPO has not yet provided comments and it is not too late to make comments.
- The Conservancy noted that SurveyLA has [very recently] identified an industrial district within the Arts District [that may be within our project APE]. The HDR team replied that at the time of report preparation the industrial district was not formally identified. The HDR team will follow-up and conduct research regarding the question. The LA Conservancy wants to make sure that we are considering viewsheds from districts.

Will alternatives be analyzed for both CEQA and 106?

- HDR responded yes. 106 and CEQA will be followed to a "T" and that the project is currently in the Alternatives Analysis stage. Project has been revised from earlier in the year; alternatives have been refined to actively avoid known impacts from before – such as Terminal Annex building is now avoided.
- HDR explained alternatives and why alternatives must focus on westward tracks and the geometry presented otherwise loop would not be possible.

FRA (Stepahnie Perez): Stephanie Perez noted that the historic resources, while evaluated under Section 106 are also evaluated under Section 4(f). This dual review mechanism provides another layer of protection.

HACLA: When can a specific discussion regarding William Mead Homes occur?

- HDR noted that we have been working with the track geometry around William Mead Homes and actively working to minimize potential impacts to the property. The team noted that preliminary findings were shared recently with Councilmember Cedillo's office. The team noted that a joint meeting with Councilmember Cedillo's office and the HACLA representative was a good idea and is forthcoming.

Meeting Summary

Project:	**Link Union Station**
Subject:	Section 106 Consultation with HACLA: William Mead Homes
Date:	Thursday, January 19, 2017
Location:	HDR Los Angeles, 801 South Grand
Attendees:	Stephanie Perez – FRA (via phone) Gina Solman (DOT/FHWA via phone) Vincent Chio – Metro Jonathan Nguyen – HACLA Patrick O'Neill – HDR Nina Delu – HDR Marc Cooley – HDR Rick Starzak – ICF

The intent of this meeting was for FRA to update HACLA on the Link Union Station (Link US) Project in relation to the William Mead Homes (WMH) Historic Property. This is consultation conducted under Section 106 of the National Historic Preservation Act.

1. Introductions

2. Link US – Project Background and Alternatives (4)

HDR presented that the project is currently in the Alternatives Analysis phase. Cultural studies for the project are almost ready to submit to the SHPO. HDR presented information regarding the WMH and the four alternatives that will be moving forward in the Link US EIS/EIR, with the footprints of Alternatives 1 through 3 identical – Alternative 1 (6 Regional Rail + 4 High Speed Rail [HSR] tracks combined) is the largest of the footprints and it is what is shown in relation to potential WMH impacts. Alternative 4 is regional rail only, and does not include HSR within the footprint. The various constraints of the project were discussed.

3. William Mead Homes Background

- **Section 106**
  - WMH example of Garden Apartments: WWII housing style that developed out of Great Depression
  - Eligible under Criteria A (associations with development of public and defense worker housing in LA during WWII) and C (LA public housing development based on the planning and design principles of the Garden City and Modern movements).
  - Potential impacts from the Maximum Footprint (Alternatives 1 through 3) include:
    - Impacts to Bolero Lane which provides vehicular access and parking to several buildings closest to the railroad tracks. Bolero Lane is a public street including the parking lot although all parking spaces are in private property. To add parking back onto the property is problematic since it causes a further impact to the historic property.
    - The loss of 21 parking stalls located along Bolero Lane
    - A partial take on outdoor Laundry facility
    - Baseball Field

        - Not Historic: hand ball/racquetball facility, Utilities, Drainage facilities
    - Link US preliminarily anticipates an adverse effect under Section 106 to the WMH property.
    - Even if direct impacts are avoided, indirect (visual) impacts will remain from potential noise barrier (impacts the critical design concept of open space).
    - Potential Mitigation Measures would minimize impacts:
        - SHPO and HACLA to be consulted on plan reviews
        - Plans to be reviewed include the design for proposed retaining wall, noise wall, baseball field, laundry area, and replacement of hand ball court and parking

4. Comments/Questions/Answers

Jonathan Nguyen (HACLA) thanked the Link US Project for their outreach to both the William Mead Homes property manager and to the Resident Advisory Council. He noted that working with the residents is extremely important, since they will be concerned both with the noise of the project and the loss of the public parking spaces in a location that is already short on parking spaces for residents. HACLA generally feels that the direct impacts of the project are relatively minimal to the property, but that HACLA has a responsibility to the residents and ensuring that they have a say in those impacts. Here are some key issues for HACLA:

- The noise level at the property is already an issue with residents, some of whose windows to not function properly.
- The Link US Project will need to find a solution to the parking spaces.
- Graffiti is a major issue on the property. There is a 24 hour graffiti window on the property – from when graffiti is discovered until it is cleaned up. This issue must be taken into account if there will be a noise wall added to the project.
- Laundry areas are used by residents to dry clothes
- The ball field is not well utilized by residents – there are no scheduled leagues. Recreational use as a baseball field may be negotiable with the residents to something else, such as to soccer field.
- Perhaps the space at the rear of the property could be used better under a new design that returns parking spaces to the area. Being able to add parking spaces would be a benefit to the community.

FRA noted that it was great to have HACLA's perspectives regarding the community impacts, and encouraged HACLA to submit their comments in writing to be included in the EIS.

5. Next Steps/Action Items

- HACLA encouraged to submit their comments in writing to FRA and Metro
- Link US Cultural Documents will be sent to HACLA for review, concurrently with the SHPO reviewing the same documents
- Link US will be meeting with SHPO in upcoming months to discuss the finding of effect and finding resolution to those effects.

MEETING MINUTES

Project: **Link Union Station (Link US)**

Subject: FRA Section 106 Meeting with City of Los Angeles Office of Historic Resources and Los Angeles Conservancy

Date: Tuesday, February 7, 2017
9am – 11am PST/12pm – 2pm EST

Location: LA Metro HQ: 1 Gateway Plaza, Los Angeles, Plaza View Conference Room, 4th Floor
Conference Call: Dial-In Number 866-583-7984, Conference Code 291-344-3058

1. **Introductions:** Meeting participants introduced themselves and their roles as it pertains to the project.

2. **The Link Union Station Project**

   - Project Overview – How Link US has evolved since the 2006 LAUS Run-Through Tracks (Run-Through Tracks Project, SCRIP; Link US). Metro purchased LAUS in 2011 and has a strong commitment to historic preservation. There is an opportunity to make LAUS into a world class station. The potential accommodation of high-speed rail (HSR) and the need for an expanded passenger concourse with retail and passenger amenities were noted as primary difference between the 2006 and the current projects.

   - Project Need/Benefits – LAUS is currently approaching operational capacity, with ridership expecting grow from 110,000 to 200,000 riders annually by 2040 – critical transportation need in Southern California. Stub-end tracks limit efficiency and capacity. Link US benefits include improved connectivity, improving pedestrian access and platform functionality, reduced idling times, a new EIS/EIR process (improved local air quality, facilitation of regional greenhouse gas reductions), and making LAUS a regional destination.

   - Metro's Link US Project Vision Statement – "*Link US will be a landmark civic destination that will anchor transit oriented community development at the historic core of 21stcentury Los Angeles through exceptional and memorable customer service provided by transit optimization, place-making, and multi-modal connectivity.*"

   - Project Site Features and Constraints – the US Post Office Terminal Annex Building will no longer be affected as a part of the project.

   - Concept for Further Consideration – Presented Alternatives 1 – 4, with Alternative 1 with the largest environmental footprint.

3. **Project Schedule & Section 106 Updates**

   - Project Schedule – Targeting Draft EIS/EIR Spring/Summer 2017 with final EIS/EIR Winter 2017.

- Section 106 Process Update - FRA letter to SHPO on August 9, 2016. Consulting party letters sent (Tribes/Consulting/Interested Parties letters sent on August 24, 2016). Met with SHPO in Sacramento on November 1, 2016. Historic Properties have been identified (13 total), 2 CEQA Historical Resources. Modified Caltrans format HPSR/HRER/ASR and APE map set drafts have been reviewed by Metro, Caltrans, HSR, and in review with FRA. Draft FOE is currently under preparation. Anticipate Adverse Effect and an MOA.

4. **Identified Cultural Resources**

    - Area of Potential Effects – HDR presented the current APE showing locations of identified historic properties and CEQA resources. SHPO has not yet reviewed.

    - Archaeology – Nina presented information on Site CA-LAN-1575/H, including the categorization of the site as "Multi-Component" representing the various occupations of the site from historic Chinatown to Prehistory. The site has not been formally evaluated for NRHP. The site is eligible for NRHP under Criterion D with pending SHPO concurrence. The current site boundary is based on the parcel with detailed information from neighboring projects where site has been discovered.

    - Resources Identified Within the APE – Rick presented information regarding the built environment resources within the APE of the Project and their eligibility status. He also gave a history on the changes that have occurred through time at LAUS.

    - Macy Street School: This property came to notice to our team from scoping meeting comments received – a gentleman submitted a comment card and mentioned this property; I just like to highlight this - that is the scoping process is really working. (HDR)

5. **Preliminary Findings of Effects –** Nina presented the preliminary FOE on the various resources using the maximum environmental footprint of Alternative 1.

6. **Adverse Effects: William Mead Homes –** Nina presented the potential impacts for Alternatives 1-3 on the William Mead Homes (Bolero Lane, Sidewalks, Parking, Laundry facility, baseball field, racquetball court, utilities, and drainage).

    - C: We had a similar meeting with HACLA and we went through all of these details and their concerns and responses regarding noise and take of already limited [parking] spaces and when all of this is finished want to be made whole. (HDR)

    - C: 1985 was the year the racquetball court was built, so it is not a historic component of the resource (ICF)

    - Q: How tall would the overall wall be? (OHR)

        - A: Up to 14ft or 15ft and it would be on top of the retaining wall. 106 consultation meeting with HACLA noted the noise level is very loud and is a major complain of the residents. HDR has taken noise and vibration measurements to complete studies for the EIS/EIR. (HDR)

    - Q: Would you see the housing project from the train anymore? (OHR)

- A : The view from the train is higher up, but it may be partially obscured. Through the early 106 process we have been able to reduce the level of encroachment onto the property – we have reduced from from approximately 31 to 21 and half feet. This is also a 4(f) resource and we are looking at every avoidance avoidance alternative. This is what the maximum footprint looks like and this will be included within the EIS/EIR. (HDR)

- Q: You said you have met with HACLA, have you met with the residents association as well? (OHR)
    - A: We met with the residents association in January and they had major concerns with noise and parking. Adding back parking will add additional impacts on the historic property. Our approach is to first figure out what the City will allow – and then work through the Section 106 process for the adverse effect. (HDR)

- Q: Are you required to look at the health risks of living so close to train tracks? (OHR)
    - A: Yes. The EIR/EIS will look at the health risks (air, noise, health, community), as well as preparing a health risk assessment.

7. **Adverse Effects: LAUS & Cesar Chavez/Vignes Street Undercrossings –** Nina spoke on the adverse of effects of LAUS.

    - Union Station – Terminal Tower, Car Supply/Maintenance Building, South Retaining Wall.

    - Q: This and the one before the tower are all within the boundary? (OHR)
        - A: Yes, these are all direct impacts.

    - Q: Are you consider elevating it (Terminal Tower)? (OHR)
        - A: Yes, not raze with a "z". Raising it not tunneling – one of the ideas we had was to relocate the building approximately 15ft higher to be in line with the tracks to retain the setting of the resource. (HDR/ICF)

    - Q: Doesn't the Redline go under the freeway (OHR)
        - A: The Redline does go through. Excavating down is a constraint because that would require completely redoing the redline station. Really the only option is come up, with an elevated flat track and station. Having a flat station platform is key since the risk of having a slight incline is a real safety concern with runaway trains. (HDR)

8. **Preliminary Design Concepts Discussion –** Mo described the preliminary design of the Project as well as reasons for such design choices and constraints that are accommodated within the project design.

    - C: Slide 48 photos is a 1978 (prior to the redline construction) and then shows the in-kind reconstruction. There is a strong history of replacement in-kind for key characteristics of the LAUS. Redline did a cut and cover excavation and reconstructed to the standards (ICF)

- Q: Are there any historic street lights or air raid sirens within the APE (OHR)
    - A: The luminaires at LAUS on the South Wall that were reconstructed with the El Monte Busway are the only ones we know of. (ICF). The Trajan's column streetlights built with the Gateway are not historic.
    - A: We have data that we can share with you. (OHR)
- Q: There will only be one level for trains and all trains stop here at LAUS? (OHR)
    - A: Most trains will stop at LAUS – the run-through tracks add a lot of operational efficiencies. Yes, just one level of trains is planned but it is multi-modal transportation (HDR)
- Q: What would you say is the overall driver of the size of the concourse? (HDR)
    - A: The safety and fire issues. Safety is the main driver in that there are standards that we must operate in to meet current safety requirements. (HDR)
- Q: You would still keep the existing concourse? (OHR)
    - A: Yes, the historic concourse would not be altered. The proposed West plaza would serve as an open uncovered plaza that will lead and allow access to both the new and the historic concourse.
    - There's another factor that is pushing the project down, the Gold Line. We are not touching that, and there is a maximum grade that we have to stay within. We have two construction restraints one pushing us up and going down 11-12 feet will give us about 20 feet clearance within the new concourse. There is one column centered on each track to support each track. (HDR)
- Slide 58 Q: Is that canopy showing upper levels you can go to? (OHR)
    - A: No, it's a reflective material that we are considering. The canopy design has not been decided and we are very open to your comments on any design that you see today. (HDR)
- Q: How do you envision doing the type of analysis, how you will be going through the design, and how will you comply with the Secretary of the Interior's Standards? (LA Conservancy)
    - A: We are in the process of preparing a Finding of Effect report which will analyze the effects of the new design and whether it meets the Secretary's Standards. We will share our documents and show you our findings that, we appreciate your feedback it's important to move through with a design that the City, SHPO, and Metro. (HDR)
- Q: When we were going through the master plan, the height wasn't going to be raised 15ft – it would be helpful to see some renderings that would be looking backyards and how this will look from the street view, not just showing the within the concourse? (LA Conservancy)

- A: We are currently working on renderings of the proposed viewshed with a key view of standing on alameda looking toward the historic concourse because we believe you will be able to see the newly proposed canopies, but not the concourse itself (which would be at the same level as the historic concourse) (HDR)

- Q: Why does it have to be steel (in regards to the Vignes Street Undercrossing)? (OHR)
    - There are engineering reasons for it – HDR to check with engineers and report back. Using steel adds a $20 million dollar cost to the project (HDR)
    - UPDATE: In order to span the historic bridge to preserve it in place, you would need to go with a steel superstructure because there is not enough vertical clearance between top of rail elevation and the top of the existing bridge if you used a concrete bridge. Steel has a lower profile creating more space for the future maintenance of both structures.

- Q: Is this bridge wider than the existing (in regards to Cesar Chavez)? How would you deal with the outside of the tunnel? (OHR)
    - A: The road within the tunnel would be wider than existing then come back to accommodate the envelope of the bridge. This widening includes accommodations for buses as well (HDR)

      C: Sounds like a new homeless encampment. (OHR)

9. Next Steps

- The Link US Team will be sending out the HPSR identification package to both the OHR and the Conservancy as soon as we finalize our review with FRA; this will be a concurrent review with the OHP. We are preparing the Draft FOE for the project as well, and after stakeholder review, this document will also go to consulting parties. We will be alerting the ACHP to the adverse effects. We will setting up another meeting with SHPO in March and would like to provide the feedback received from both OHR and Conservancy to the SHPO so that they understand your concerns.

- Q: So if we do have comments, who do we get back to? (OHR)
    - A: Nina will send OHR and LA Conservancy a list in an email with the entire team and their contact information. (HDR)

10. Questions/Comments

- C: The undercrossings at Cesar Chavez and Vignes – my preference would be to preserve the historical - if you don't widen the tunnels envelope then it makes no sense to widen the tunnel. I don't think it makes sense. (OHR)
    - C: If they do a replacement in kind – there is an option for a bus turn out and bus terminal as well as direct access to LAUS – so it is not just a matter of widening the sidewalks. Additionally widening the tunnel would allow for direct access and additional improvements for the area (HDR)

- Q: Does the Patsaouras bus plaza stay in place? (OHR)
    - A: Yes. (HDR)
- C: Is there way to incorporate the historical canopy into the new design? Also in terms of the use of space, Los Angeles is low key and we recommend a design that better suits that. (OHR)
    - A: Yes we are looking at design that pays homage to the shape of the historical canopies but that work for the needs of the new wider platforms, the various types of trains that will be using those platforms, etc. No design decisions have been made regarding Canopy design (HDR)
- Q: Is there a requirement to have the platform covered completely? (OHR)
    - A: Yes and No. We need to consider not only the exposure to elements on the platform but also treating the canopies almost as a roof to the proposed Concourse below to reduce the amount of stormwater when it rains. (HDR)

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Attachment F

Native American Correspondence

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Attachment F

Assembly Bill 52 and Section 106 Native American Consultation Summary

The Link Union Station (Link US) is a proposed project undertaken with federal support, and as such the Environmental Impact Statement/Environmental Impact Report was prepared in compliance with federal regulatory standards, specifically the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). The Federal Railroad Administration (FRA) serves as the federal lead agency under NEPA, and the Los Angeles County Metropolitan Transportation Authority (Metro) serves as the lead agency under CEQA. This attachment presents summary tables of the FRA Section 106 consultation with Native American Tribes and Metro's Assembly Bill (AB 52) Native American Consultation to date and includes documentation of both AB 52 and Section 106 Native consultation. Native American consultation is on-going during the environmental review process.

In an effort to reduce redundancy, one AB 52 and one Section 106 letter and the corresponding attachments have been included as a representation of the letters mailed to the respective entities.

AB 52 Tribal Consultation Summary

All Metro AB 52 Tribal correspondence is summarized in Table 1, below.

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Table 1. Link Union Station Project - Native American Correspondence, Metro AB 52 Record

Tribal Affiliation	Individual Contacted	Metro Method of Contact	Date of Contact	Response Received
California Native American Heritage Commission	Gayle Totton 1550 Harbor Blvd, Suite 100, West Sacramento, CA 95691	Email: nahc@nahc.ca.gov	05/05/2016	Yes (5/16/2016): Sacred sites within the project area with recommendation to contact the Gabrielino Band of Mission Indians – Kizh Nation for more information about these sites. Also recommends contacting all local tribal entities.
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	• USPS Letter • Email • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	6/9/2016 8/2/2016 9/12/16	No response to letter. No email response. No email response regarding Tribal Information Meeting.
		• Phone	5/18/2017	Chairperson Morales called Nina Delu (HDR) and stated that he wanted to consult with Metro on the Link US Project. He is aware that project identification work is well underway and that there is also Section 106 Consultation with FRA on the Project. He stated that Downtown Los Angeles is a very sensitive place for cultural resources and this area is both culturally and spiritually significant to his Tribe. Anthony 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 our 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 HDR offered to send him the cultural reports as they become ready. When the project goes to construction, he would like to have his Tribe involved as Native American Monitors.

Tribal Affiliation	Individual Contacted	Metro Method of Contact	Date of Contact	Response Received
		• Email	5/22/2017	Mr. Vincent Chio (Metro) replied to Chairperson Morales on 5/22/2017, thanking him for his interest in the Project and informed Chairperson Morales that he would be kept informed as the Project moved forward.
Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation)	Andrew Salas, Chairperson	• USPS Letter • Email	6/9/2016 6/15/2016	Response to letter received from Chairperson Salas via email on 6/15/16, with two attachments. First attachment is a "formal notification" to CEQA Lead Agencies regarding consultation with the correct Indian Tribe (dating to 5/22/16). Notification is intended to clarify who the Lead Agency should consult with in regards to tribal territory and affiliation. The second attachment is an AB 52 Consultation Response for the Link US Project dating 6/15/16. Salas has concerns regarding cultural resources as project lies in ancestral territories of the Kizh Gabrieleño village(s) of *Yangna*. Requested that one of their certified Native American Monitor be on site during any and all ground disturbances to protect any cultural resources which may be affected during construction or development.
		• Email	6/20/16	Metro sent email thanking Kizh Nation for their interest in Link US project. Metro will conduct a Tribal Information Meeting in the near future to provide additional background. Metro will follow up with Kizh Nation for individual consultation. Andrew Salas sent a response to this email that Ernie Salas, his father, was the designated MLD for the Alameda Corridor Transportation project in early 1990s. Ernie Salas placed a plaque there in recognition of their ancestors that were repatriated.
		• USPS Letter	7/5/16	Letter from Metro thanking Kizh Nation for interest in project and looks forward to meeting in person. FRA will be initiating Tribal Consultation under Section 106 in the near future. Tribal information meeting will be planned to provide additional background on project.

Tribal Affiliation	Individual Contacted	Metro Method of Contact	Date of Contact	Response Received
		• Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	9/12/16	Andrew Salas requested a private meeting to share information with FRA and Metro.
		• Metro/FRA Tribal Consultation Meeting	11/15/16	FRA and Metro Meeting with Tribal members of the Kizh Nation held. Meeting minutes are attached.
		• Informational email from Tribe (Matthew Teutimez) sent to HDR (Nina Delu)	12/6/2016	Email included internet links to information regarding the giant sycamore tree (El Aliso) discussed during meeting on 11/15/16.
		• Email from HDR (Nina Delu) to Kizh Nation	12/9/16	Email circulated meeting minutes to Tribes. Requested that any further information regarding any further important attributes of CA-LAN-1575/H is provided by the Tribe to be considered during the evaluation of the site.
		• Information email from Tribe (Andrew Salas) sent to HDR (Nina Delu)	12/9/16	Email included information about Chairman Andy Salas' great great grandfather, Nicolás José.

Tribal Affiliation	Individual Contacted	Metro Method of Contact	Date of Contact	Response Received
Tongva Ancestral Territorial Tribal Nation (TATTN)	John Tommy Rosas, Tribal Administrator	• USPS Letter	6/9/2016	Letter was returned with incorrect address.
		• Email	7/05/2016	Mr. Rosas confirmed receipt of the original via email, but has not submitted a formal response.
		• Email	8/31/16	No email response.
		• Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	9/12/16	Mr. Rosas will respond in more detail later and requested meeting materials.
		• Metro/FRA Tribal Consultation Meeting	11/15/16	FRA and Metro met with Mr. Rosas. Meeting minutes are attached.
		• Project data emailed to TATTN	12/9/16	Records search data, APE map, and meeting minutes were circulated to TATTN. Request for any Tribal information on CA-LAN-1575/H was made.
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	• USPS Letter	6/9/2016	No response to letter.
		• Email	8/2/2016	No email response.
		• Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	9/12/16	No email response.

Tribal Affiliation	Individual Contacted	Metro Method of Contact	Date of Contact	Response Received
Gabrielino Tongva Indians of California Tribal Council	Robert F. Dorame, Tribal Chair/Cultural Resources	• USPS Letter • Email • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	6/9/2016 8/2/2016 9/12/16	No response to letter. No email response. No email response.
Gabrielino-Tongva Tribe	Linda Candelaria, Co-Chairperson	• USPS Letter • Phone • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	6/9/2016 8/2/16 9/12/16	No response to letter. No answer, left voicemail. See call log. No email response.
Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resource Department	• USPS Letter • Email • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	6/9/2016 8/2/2016 9/12/16	No response to letter. No email response. No email response

Section 106 Tribal Consultation Summary

All FRA Section 106 Tribal correspondence is summarized in Table 2, below.

Table 2. Link Union Station Project - Native American Correspondence, FRA/Section 106 Tribal Consultation Record

Tribal Affiliation	Individual Contacted	FRA Method of Contact	Date of Contact	Response Received
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro • Metro/FRA Tribal Consultation Meeting	8/24/2016 9/12/16 11/15/16	Email response received requesting consultation under Section 106. Andrew Salas requested a private meeting to share information with FRA and Metro. See AB 52 Section above for further information regarding consultation conducted jointly under AB 52 and Section 106 with the Tribe.
Tongva Ancestral Territorial Tribal Nation	John Tommy Rosas, Tribal Administrator	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	Email response received requesting consultation under Section 106. Mr. Rosas responded he would attend and requested meeting materials.

Tribal Affiliation	Individual Contacted	FRA Method of Contact	Date of Contact	Response Received
		• Metro/FRA Tribal Consultation Meeting	11/15/16	See AB 52 Section above for further information regarding consultation conducted jointly under AB 52 and Section 106 with the Tribe.
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Gabrielino Tongva Indians of California Tribal Council	Robert F. Dorame, Tribal Chair/Cultural Resources	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Gabrielino-Tongva Tribe	Linda Candelaria, Co-Chairperson	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resource Department	• USPS Letter	8/24/2016 9/12/16	Soboba Band of Luiseno Indians responded verbally to FRA that they would like to consult under Section 106. No email response.

Tribal Affiliation	Individual Contacted	FRA Method of Contact	Date of Contact	Response Received
		• Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro • Metro/FRA Tribal Consultation Meeting • Email from HDR (Nina Delu) to Soboba (Joe Ontiveros) • Email from HDR (Nina Delu) to Soboba (Joe Ontiveros)	11/16/16 11/17/16 12/9/16	FRA and Metro Meeting with Soboba held. Meeting minutes are attached. Records search data and the APE map set were sent via email as a follow up to the meeting on 11/16/16. Meeting minutes were circulated to Soboba from the meeting on 11/16/16. Request was made for Soboba's comments regarding the Project.
Soboba Band of Luiseno Indians	Carrie Garcia, Cultural Resources Manager	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Ti'At Society/Inter-Tribal Council of Pimu	Cindi Alvitre, Chairwoman	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.

Tribal Affiliation	Individual Contacted	FRA Method of Contact	Date of Contact	Response Received
Los Angeles Native American Indian Commission	Ron Andrade, Director	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Gabrielino-Tongva Tribe	Bernie Acuna	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Gabrielino-Tongva Tribe	Conrad Acuna	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.
Gabrielino Tongva Nation	Sam Dunlap, Cultural Resources Director	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro • Email to FRA	8/24/2016 9/12/16 11/27/16	No response to letter. Mr. Dunlap responded that he would attend the meeting (he did not attend). Email stated that the Tribe would like to consult with FRA regarding the Project. Tribe expects inclusion in an tribal cultural resource monitoring that will be undertaken during construction phases of project

Tribal Affiliation	Individual Contacted	FRA Method of Contact	Date of Contact	Response Received
				since Project is in traditional tribal boundaries.
		• Phone call from HDR (Nina Delu) to Sam Dunlap	12/2/16	Call to follow up on email received from 11/27/16, to discuss the Gabrielino Tongva Nation's concerns regarding the Project, and to invite the Gabrielino Tongva Nation to meet with FRA and Metro, if they desired. Mr. Dunlap stated that the Tribe wanted to remain informed about the Project, but did not need to meet at this time.
		• Email from HDR (Nina Delu) to Sam Dunlap	12/2/16	Further project information, including information on CA-LAN-1575/H was provided to Mr. Dunlap. The Link US Project team requested that the Gabrielino Tongva Nation identify any Tribal concerns regarding the archaeological site, CA-LAN-1575/H to ensure that the evaluation of the site fully considers the sites potential eligibility under criteria other than "D/4."
Gabrielino Tongva Nation	Sandonne Goad, Chairperson	• USPS Letter • Email Invitation to attend Tribal Information Meeting, a joint FRA/Metro invitation sent by Metro	8/24/2016 9/12/16	No response to letter. No email response.

APPENDIX A

AB 52 NATIVE AMERICAN CONSULTATION DOCUMENTATION

One letter and its attachments has been included as a representative of the letter mailed in an effort to reduce redundancy.

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

May 16, 2016

Vincent Chio
Los Angeles County Metropolitan Transportation Agency

Sent via e-mail: chioM@metro.net
Number of Pages: 3

RE: The Proposed Link Union Station (Link US) Project, City of Los Angeles, Los Angeles USGS Quadrangle, Los Angeles County, California

Dear Mr. Chio:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. Sites have been located in the APE you provided that may be impacted by the project. Please contact the Gabrielino Band of Mission Indians – Kizh Nation at (626) 926-4131 for more information about these sites. Please contact all of the tribes on the list as the Sacred Lands File is not exhaustive. A tribe may be the only source of information. Their contact information is included in the attached lists.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
May 16, 2016

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

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina , CA 91723
gabrielenoindians@yahoo.com Gabrielino
(626) 926-4131

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

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100
Los Angeles , CA 90067
Gabrielino
(626) 676-1184 Cell

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto , CA 92581 Cahuilla
jontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. 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 Resources Code and Section 5097.98 of the Public Resources Code.

This list applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Link Union Station (Link US) Project, City of Los Angeles, Los Angeles USGS Quadrangle, Los Angeles County, California.

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

June 9, 2016

Gabrieleno Band of Mission Indians - Kizh Nation
Mr. Andrew Salas, Chairperson
P.O. Box 393
Covina, California 91723

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, City of Los Angeles, Los Angeles County, CA.

Dear Chairperson Salas,

The Los Angeles County Metropolitan Transportation Authority (Metro) has decided to undertake the following project: the Link Union Station Project (Link US or Project), which was formerly known as the Southern California Regional Interconnector Project (SCRIP). Below please find a description of the proposed project, maps showing the location (Figures 1 – 3), and the contact information for Mr. Vincent Chio, Metro Program Management Senior Engineer, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The proposed Project is located at Los Angeles Union Station (LAUS), at 800 North Alameda Street, City of Los Angeles, California 90012. LAUS is generally bounded by U.S. 101 to the south, Alameda Street to the west, Cesar E. Chavez Avenue to the north, and Vignes Street to the east. The Project extends north, south, and east of LAUS to encompass various Project elements. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which encompasses the anticipated extent of environmental study associated with the major Project components currently under consideration.

Federal Railroad Administration (FRA, as lead agency under NEPA) and Metro (as lead agency under CEQA) are proposing Link US to transform LAUS from a "stub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. The EIS/EIR will consider the No Action/No Build Alternative and potentially up to four (4) Build Alternatives for Link US. California High-Speed Rail (HSR) is considered a related project to Link US; and therefore, the Link US EIS/EIR will evaluate the physical improvements to accommodate potential HSR service at LAUS within the limits of the Project.

Each of the Build Alternatives would result in enhanced operational capacity from Control Point (CP) Chavez in the north (near North Main Street) to CP Olympic in the south (near the Interstate 10/State Route 60/U.S. 101 interchange). Major project components are described below and depicted in Figure 3.

- ***Throat and Elevated Rail Yard*** – The Project would include new track and subgrade improvements to increase the elevation of the tracks leading to LAUS known as the

07220

"throat" and an elevated rail yard that would include longer, elevated passenger platforms and canopies.

- ***New Passenger Concourse*** – The Project would include the Link US-related portion of the new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building functional support areas) including up to 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The Link US-related portion of the new passenger concourse would enhance ADA accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.

- ***Run-Through Tracks*** – The Project would include up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/intercity rail (Metrolink/Amtrak) and HSR south along the west bank of the Los Angeles River, and a separate overhead viaduct for a loop track(s) turning north to the existing Keller Yard.

The Project also requires: modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to U.S. 101 and local streets to accommodate the run-through tracks overhead viaducts; railroad signal, PTC, and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the SCRRA West Bank mainline tracks; modifications to the existing Keller Yard and BNSF Railway West Bank Yard; modifications to the Amtrak lead track; new access roadways to the railroad right-of-way; additional ROW; and utility relocations, replacements, and abandonments.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Mr. Vincent Chio
Senior Engineer, Program Management
One Gateway Plaza (Mail Stop 99-13-1)
Los Angeles, California 90012
Email: ChioM@metro.net

Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing with Metro, regarding the Link US Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. In the near future, FRA will initiate Tribal Consultation under 36 CFR Section 106 § 800. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

Very Respectfully,

Jeanet Owens
Executive Officer, Regional Rail
Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location and Regional Vicinity Map
2. Link Union Station – Project Study Area Map
3. Link Union Station – Major Project Components

cc: Vincent Chio, Metro
Cris B. Liban, Metro
Andrina Dominguez, Metro
Tom Kim, HDR
Patrick O'Neill, HDR
Nina Delu, HDR

Figure 1. Project Location and Regional Vicinity

Figure 2. Link Union Station – Project Study Area

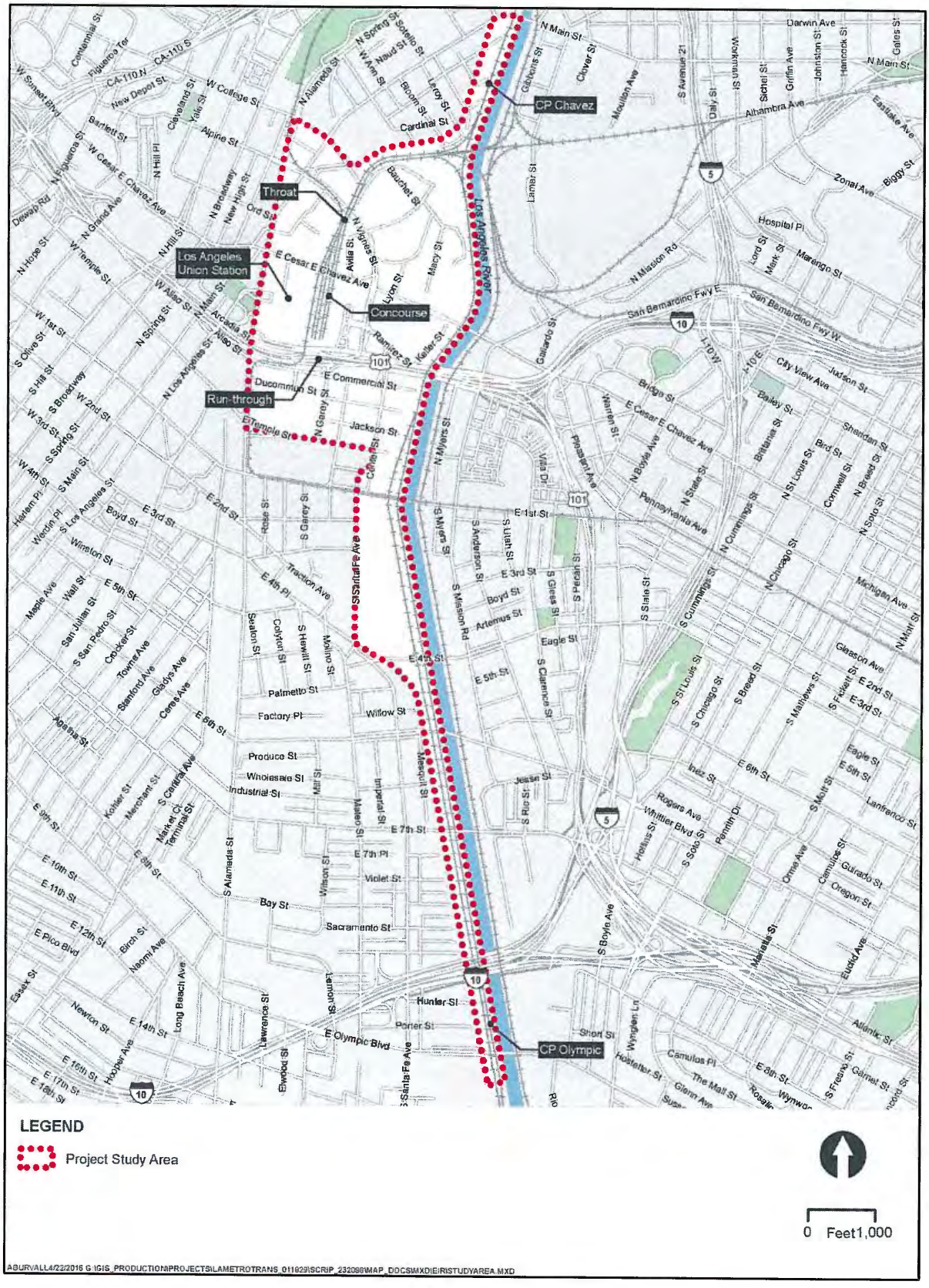
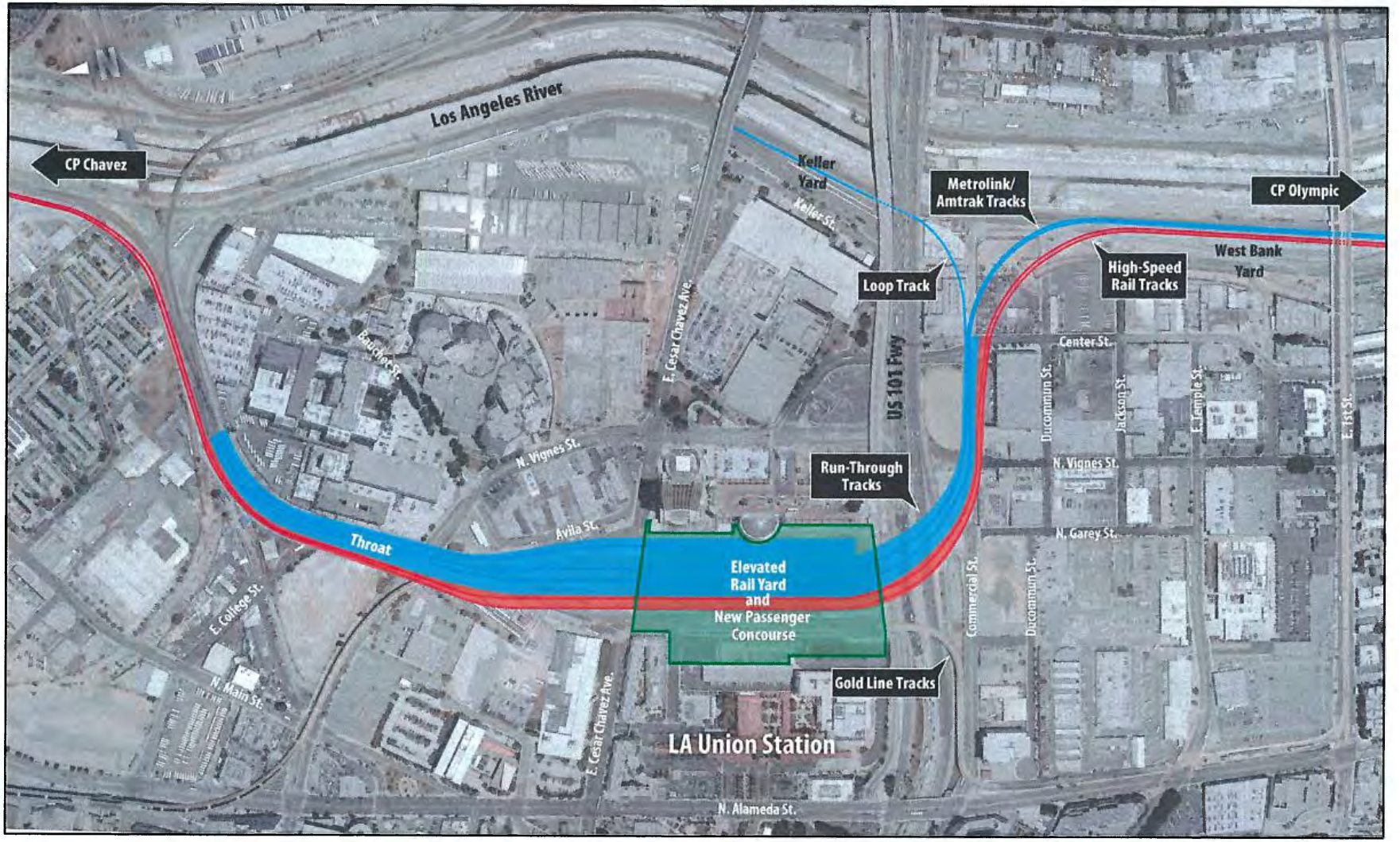


Figure 3. Link Union Station – Major Project Components



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Los Angeles County Metropolitan Transportation Authority
Mr. Vincent Chio
Senior Engineer, Program Management
One Gateway Plaza (Mail Stop 99-13-1)
Los Angeles, California 90012

RE: AB52 consultation response for the Link Union Station Project (Los Angeles Union Station)

Dear Mr. Vincent Chio

June15, 2016

Please find this letter in response to your request for consultation dated June 9, 2016. I have reviewed the project site and do have concerns for cultural resources. Your project lies in an area where the Ancestral territories of the Kizh (Kitc) Gabrieleño's villages Such as ***YANGNA*** *adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh Gabrieleño was probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of our neighbors the Serrano's was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies of ten left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.*

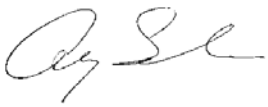
Due to the project location and the high sensitivity of the area location, we would like to request one of our certified Native American Monitor to be on site during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation and trenching) to protect any cultural resources which may be effected during construction or development. In all cases, when the Native American Heritage Commission states there are "no records of sacred sites in the project area" the NAHC will always refer lead agencies to the respective Native American Tribe because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & Tribal Historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. While the property may be located in an area that has been previously developed, numerous examples can be shared to show that there still is a possibility that unknown, yet significant, cultural resources will be encountered during ground disturbance activities. Please note, if they haven't been listed with the NAHC, it doesn't mean that they aren't there. Not everyone reports what they know.

The recent implementation of AB52 dictates that lead agencies consult with Native American Tribes who can prove and document traditional and cultural affiliation with the area of said project in order to protect cultural resources. However, our tribe is connected Ancestrally to this project location area, what does Ancestrally or Ancestral mean? The people who were in your family in past times, Of, belonging to, inherited from, or denoting an ancestor or ancestors http://www.thefreedictionary.com/ancestral. Our priorities are to avoid and protect without delay or conflicts – to consult with you to avoid unnecessary destruction of cultural and biological resources, but also to protect what resources still exist at the project site for the benefit and education of future generations.

CC: NAHC

CC: Chief Ernie P. Salas Teutimes

With respect,



Andrew Salas, Chairman
cell (626)926-4131

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the council of Elders

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

FORMAL NOTIFICATION

to Lead Agencies of all cities of Los Angeles, Riverside, San Bernardino and Orange Counties
regarding AB52 consultation with the correct Indian Tribe of the City's in your project's areas

Date: May 22, 2016

Dear Lead Agency,

I am the Tribal Chairman of the original Indian Tribe of the Los Angeles Basin – the Kizh/Gabrielenos. Prior to the European influence, our Tribe once inhabited a large area including all of Los Angeles County, the Channel Islands, a large portion of Orange County and extending into Riverside and San Bernardino Counties. Within this territory there is only one Tribe whose native territory this is – its ours the Gabrieleno.
The implementation of AB52 has made unclear the responsibilities of Lead Agencies, state government and tribal government. The purpose of this notification is to help you, as a Lead Agency, clarify who you should be consulting with in regards to tribal territory and affiliation. After AB52 went into effect, we have found that numerous surrounding tribes are now claiming that our ancestral traditional tribal territory is their own using the terms " culturally affiliated." If you ask your professional archaeologists and anthropologists on your staff, it is well known through them as well as numerous historic texts and professionals from the time our history was first written that the traditional tribal territory of the Gabrieleno (or Kizh, pronounced "Keech") is without dispute. We can provide numerous maps and references which prove this simple fact. The only time it may be somewhat up for dispute is at our tribal borders – often where we end up working alongside our neighboring tribes when monitoring construction projects as to protect the cultural resources of both tribes.

We are asking that you take the time to educate yourselves. Other Tribes will likely continue to contact you and request consultation regarding various projects, but we ask that you do not involve them as they have no true claim to territory that is within our tribal territory. We realize that the Native American Heritage Commission is at the heart of distributing the contact lists for various counties, but when we have asked them to help remedy this problem, their reply was to ask us to solve this issue intertribally, that these disputes are out of their jurisdictions. While we continue to consult with our neighboring tribes, it is still a work in progress. This is why we are contacting you directly with this information. We have asked these tribes to contact us directly with concerns as we ask you to do the same. While we all agree that the language of AB52 has created much confusion, we are left attempting to clarify for everyone's benefit. Our Tribe looks forward to consulting with your Agency and the City you represent on upcoming projects.

with respect,

Andy Salas

Andrew Salas, Chairman
Albert Perez, treasurer I
Nadine Salas, Vice-Chairman
Martha Gonzalez Lemos, treasurer II
Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723
www.gabrielenoindians@yahoo.com
gabrielenoindians@yahoo.com

From:	Andy
To:	Chio, Man San (Vincent)
Cc:	Matt Teutimez.Kizh Gabrieleno; Christina Swindall; Gary Stickel; Tim Miguel; Henrypedregon; Martha Gonzalez. Kizh Gabrieleno; Richard Gradias; Albert Perez.Kizh Gabrieleno; Nadine Salas. Kizh Gabrieleno; Owens, Jeanet; Kim, Tom; O"Neill, Patrick; Delu, Nina
Subject:	Re: AB52 consultation response for the Link Union Station Project (Los Angeles Union Station)
Date:	Monday, June 20, 2016 4:07:14 PM

Dear Vincent
I also wanted to let you know that my father Ernie Salas was the designated MLD for the Alameda Corridor Transpiration project in the early 1990s. He also placed a plaque there in recognition of our ancestors that were repatriated . Just a little more historic history to share . Thank you

Sent from my iPhone

On Jun 20, 2016, at 2:12 PM, Chio, Man San (Vincent) <ChioM@metro.net> wrote:

> Chairman Salas,
>
> Thank you very much for your interest in the Link Union Station (Link US) project. Metro appreciates your input and we look forward to consulting with you regarding the Link US project. Metro will conduct an initial Tribal Information Meeting to provide additional background information on the Link US project, and then follow up with your Tribe for individual consultation. We will contact you in the near future to schedule a date for the Tribal Information Meeting.
>
> Thank you,
>
> **Vincent Chio, P.E.**
> LA Metro
> Sr. Engineer
> Program Management | Regional Rail
> 213.922.7597
> metro.net | facebook.com/losangelesmetro | @metrolosangeles
> **Metro provides excellence in service and support.**
>
> ---
>
> **From:** Gabrieleno Band of Mission Indians [mailto:gabrielenoindians@yahoo.com]
> **Sent:** Wednesday, June 15, 2016 1:09 AM
> **To:** Chio, Man San (Vincent)
> **Cc:** Matt Teutimez.Kizh Gabrieleno; Christina Swindall; Gary Stickel; Tim Miguel; Henrypedregon; Martha Gonzalez. Kizh Gabrieleno; Richard Gradias; Albert Perez.Kizh Gabrieleno; Nadine Salas. Kizh Gabrieleno
> **Subject:** RE: AB52 consultation response for the Link Union Station Project (Los Angeles Union Station)
>
> Dear Vincent Chio
> Please see attachment
>
> Sincerely,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
cell: (626)926-4131
email: gabrielenoindians@yahoo.com
website: www.gabrielenoindians.org

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

July 5, 2016

Gabrieleno Band of Mission Indians – Kizh Nation
Mr. Andrew Salas, Chairman
P.O. Box 393
Covina, California 91723
gabrielenoindians@yahoo.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, City of Los Angeles, Los Angeles County, CA.

Dear Chairman Salas,

The Los Angeles County Metropolitan Transportation Authority (Metro) would like to thank you for your interest in the Link Union Station Project (Link US or Project). Metro appreciates your input and we look forward to consulting with you regarding Link US. The Federal Railroad Administration (FRA), the lead agency under National Environmental Policy Act (NEPA), and Metro, the lead agency under California Environmental Quality Act (CEQA) will be contacting you in the near future to attend a Tribal Information Meeting to provide you with information about the Project including status and schedule, as it relates to the Project's cultural resources investigation.

The Tribal Information Meeting is not a public meeting; this meeting is intended to be an opportunity for tribal representatives to meet face-to-face with FRA and Metro's cultural resources and environmental planning teams, to ask questions about the Project, and to provide direct input regarding any concerns the tribes may have about potential effects to tribal cultural resources. Both federally recognized and non-federally recognized Native American Tribes who have cultural affiliation within the Project area are invited to attend the meeting. The meeting is intended to provide awareness and establish the protocol for future consultation and collaboration on the Project. However, FRA and Metro will schedule an individual information meeting with you if you prefer. Subsequent individual consultation meeting will be scheduled with Tribes, as requested.

Very Respectfully,

Vincent Chio
Senior Engineer, Program Management
Los Angeles County Metropolitan Transportation Authority

cc: Jeanet Owens, Metro
Cris B. Liban, Metro
Andrina Dominguez, Metro

807220

Tom Kim, HDR
Patrick O'Neill, HDR
Nina Delu, HDR

From:	Chio, Man San (Vincent)
To:	"Johntommy Rosas"
Cc:	Owens, Jeanet; Liban, Emmanuel; Dominguez, Andrina; Kim, Tom; O"Neill, Patrick; Delu, Nina
Subject:	RE: AB 52 Consultation: LA Metro"s Link Union Station Project
Date:	Wednesday, August 31, 2016 3:20:05 PM

Dear Mr. Rosas,

I am writing to follow up with you regarding the Link Union Station Project. Are you still planning on providing a response to our initial letter? We welcome any feedback on the project and look forward to consulting with you in the near future.

Thanks,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail
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From: Johntommy Rosas [mailto:tattnlaw@gmail.com]
Sent: Tuesday, July 05, 2016 7:50 PM
To: Chio, Man San (Vincent)
Cc: Owens, Jeanet; Liban, Emmanuel; Dominguez, Andrina; Tom Kim; O'Neill, Patrick; Delu, Nina
Subject: Re: AB 52 Consultation: LA Metro's Link Union Station Project

thanks I will review your document asap- I confirm receipt of it as well,jt

On Tue, Jul 5, 2016 at 1:49 PM, Chio, Man San (Vincent) <ChioM@metro.net> wrote:
Dear Mr. Rosas,

Please find attached an electronic copy of the letter that we attempted to mail to you on June 9, 2016. Unfortunately the letter was returned to us because an incorrect address was used. Please provide us an updated address for any future communications.

Thanks,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail
213.922.7597
metro.net | facebook.com/losangelesmetro | @metrolosangeles
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--

JOHN TOMMY ROSAS
TRIBAL ADMINISTRATOR
TRIBAL LITIGATOR
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION
A TRIBAL SOVEREIGN NATION UNDER UNDRIP
AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42

25 U.S. Code § 1679 - Public Law 85-671
August 18, 1958 | [H. R. 2824] 72 Stat. 619

Tribal sovereignty in the United States is the inherent authority of indigenous tribes to govern themselves within and outside the borders and waters of the United States of America .

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tongvanation.org

From:	Chio, Man San (Vincent)
To:	"GTTribalcouncil@aol.com"
Cc:	Owens, Jeanet; Kim, Tom; O"Neill, Patrick; Delu, Nina; Liban, Emmanuel; Dominguez, Andrina
Subject:	CEQA AB 52 for Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, City of Los Angeles, Los Angeles County, CA.
Date:	Tuesday, August 02, 2016 1:38:20 PM
Attachments:	Morales Link US - NA AB52 Consultation Letter_06 09 16.pdf

Dear Chairperson Morales,

On June 9, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) sent a letter to you regarding AB 52 consultation and the Link Union Station Project (Link US or Project) (see attached letter). Metro has not received a response from you or your organization to date. I am following up to see if you would like to consult with Metro regarding the Link US Project.

The proposed Project description and maps showing the locations are attached for your reference. The Metro Point of Contact information is:

Los Angeles County Metropolitan Transportation Authority
Mr. Vincent Chio
Senior Engineer, Program Management
One Gateway Plaza (Mail Stop 99-18-2)
Los Angeles, California 90012
Email: ChioM@metro.net

Please respond in writing to Metro, and include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. Please note that in the near future, the Federal Railroad Administration (FRA) will initiate Tribal Consultation under 36 CFR Section 106 § 800. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

Thank you, in advance, for taking the time to review this request and for your response.

Sincerely,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail
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From:	Chio, Man San (Vincent)
To:	"sgoad@gabrielino-tongva.com"
Cc:	Owens, Jeanet; Kim, Tom; O"Neill, Patrick; Delu, Nina; Liban, Emmanuel; Dominguez, Andrina
Subject:	CEQA AB 52 for Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, City of Los Angeles, Los Angeles County, CA.
Date:	Tuesday, August 02, 2016 1:40:59 PM
Attachments:	Goad Link US - NA AB52 Consultation Letter_06 09 16.pdf

---

Dear Chairperson Goad,

On June 9, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) sent a letter to you regarding AB 52 consultation and the Link Union Station Project (Link US or Project) (see attached letter). Metro has not received a response from you or your organization to date. I am following up to see if you would like to consult with Metro regarding the Link US Project.

The proposed Project description and maps showing the locations are attached for your reference. The Metro Point of Contact information is:

Los Angeles County Metropolitan Transportation Authority
Mr. Vincent Chio
Senior Engineer, Program Management
One Gateway Plaza (Mail Stop 99-18-2)
Los Angeles, California 90012
Email: ChioM@metro.net

Please respond in writing to Metro, and include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. Please note that in the near future, the Federal Railroad Administration (FRA) will initiate Tribal Consultation under 36 CFR Section 106 § 800. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

Thank you, in advance, for taking the time to review this request and for your response.

Sincerely,

Man-San (Vincent) Chio, P.E.
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LA Metro
Sr. Engineer
Program Management | Regional Rail

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From:	Chio, Man San (Vincent)
To:	"gtongva@verizon.net"
Cc:	Owens, Jeanet; Kim, Tom; O"Neill, Patrick; Delu, Nina; Liban, Emmanuel; Dominguez, Andrina
Subject:	CEQA AB 52 for Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, City of Los Angeles, Los Angeles County, CA.
Date:	Tuesday, August 02, 2016 1:42:43 PM
Attachments:	Dorame Link US - NA AB52 Consultation Letter_06 09 16.pdf

Dear Mr. Dorame,

On June 9, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) sent a letter to you regarding AB 52 consultation and the Link Union Station Project (Link US or Project) (see attached letter). Metro has not received a response from you or your organization to date. I am following up to see if you would like to consult with Metro regarding the Link US Project.

The proposed Project description and maps showing the locations are attached for your reference. The Metro Point of Contact information is:

Los Angeles County Metropolitan Transportation Authority
Mr. Vincent Chio
Senior Engineer, Program Management
One Gateway Plaza (Mail Stop 99-18-2)
Los Angeles, California 90012
Email: ChioM@metro.net

Please respond in writing to Metro, and include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. Please note that in the near future, the Federal Railroad Administration (FRA) will initiate Tribal Consultation under 36 CFR Section 106 § 800. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

Thank you, in advance, for taking the time to review this request and for your response.

Sincerely,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail
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From:	Chio, Man San (Vincent)
To:	"jontiveros@soboba-nsn.gov"
Cc:	Owens, Jeanet; Kim, Tom; O"Neill, Patrick; Delu, Nina; Liban, Emmanuel; Dominguez, Andrina
Subject:	CEQA AB 52 for Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, City of Los Angeles, Los Angeles County, CA.
Date:	Tuesday, August 02, 2016 1:45:07 PM
Attachments:	Ontiveros Link US - NA AB52 Consultation Letter_06 09 16.pdf

Dear Mr. Ontiveros,

On June 9, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) sent a letter to you regarding AB 52 consultation and the Link Union Station Project (Link US or Project) (see attached letter). Metro has not received a response from you or your organization to date. I am following up to see if you would like to consult with Metro regarding the Link US Project.

The proposed Project description and maps showing the locations are attached for your reference. The Metro Point of Contact information is:

Los Angeles County Metropolitan Transportation Authority
Mr. Vincent Chio
Senior Engineer, Program Management
One Gateway Plaza (Mail Stop 99-18-2)
Los Angeles, California 90012
Email: ChioM@metro.net

Please respond in writing to Metro, and include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. Please note that in the near future, the Federal Railroad Administration (FRA) will initiate Tribal Consultation under 36 CFR Section 106 § 800. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

Thank you, in advance, for taking the time to review this request and for your response.

Sincerely,

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Call Log with Linda Candelaria, Co-Chairperson of Gabrielino-Tongva Tribe
Phone number: 626-676-1184
Date: 8/2/16
Time: 1:30pm
Notes by: Vincent Chio

I called but didn't get an answer so I left a voice message. Here is the message:

Hello, my name is Vincent Chio with the Los Angeles County Metropolitan Transportation Authority. We sent you a letter regarding AB 52 consultation and the Link Union Station Project in early June. Since we haven't received a response from you, I am following up with you to see if you would like to consult with Metro regarding the Link US Project. If you would like to consult on the project please call me at 213.922.7597 or email me at ChioM@metro.net. Thank you.

From:	Chio, Man San (Vincent)
To:	"Johntommy Rosas"
Cc:	Owens, Jeanet; Liban, Emmanuel; Dominguez, Andrina; Kim, Tom; O"Neill, Patrick; Delu, Nina
Subject:	RE: AB 52 Consultation: LA Metro"s Link Union Station Project
Date:	Wednesday, August 31, 2016 3:20:05 PM

Dear Mr. Rosas,

I am writing to follow up with you regarding the Link Union Station Project. Are you still planning on providing a response to our initial letter? We welcome any feedback on the project and look forward to consulting with you in the near future.

Thanks,

Man-San (Vincent) Chio, P.E.
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From: Johntommy Rosas [mailto:tattnlaw@gmail.com]
Sent: Tuesday, July 05, 2016 7:50 PM
To: Chio, Man San (Vincent)
Cc: Owens, Jeanet; Liban, Emmanuel; Dominguez, Andrina; Tom Kim; O'Neill, Patrick; Delu, Nina
Subject: Re: AB 52 Consultation: LA Metro's Link Union Station Project

thanks I will review your document asap- I confirm receipt of it as well,jt

On Tue, Jul 5, 2016 at 1:49 PM, Chio, Man San (Vincent) <ChioM@metro.net> wrote:
Dear Mr. Rosas,

Please find attached an electronic copy of the letter that we attempted to mail to you on June 9, 2016. Unfortunately the letter was returned to us because an incorrect address was used. Please provide us an updated address for any future communications.

Thanks,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
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--

JOHN TOMMY ROSAS
TRIBAL ADMINISTRATOR
TRIBAL LITIGATOR
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION
A TRIBAL SOVEREIGN NATION UNDER UNDRIP
AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42

25 U.S. Code § 1679 - Public Law 85-671
August 18, 1958 | [H. R. 2824] 72 Stat. 619

Tribal sovereignty in the United States is the inherent authority of indigenous tribes to govern themselves within and outside the borders and waters of the United States of America .

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TRUTH IS OUR VICTORY AND HONOR IS OUR PRIZE >TATTN ©

tongvanation.org

APPENDIX B

SECTION 106 NATIVE AMERICAN CONSULTATION DOCUMENTATION

One letter and its attachments has been included as a representative of the letter mailed in an effort to reduce redundancy.

NDER: COMPLETE THIS SECTION

Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
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Article Addressed to:

Gabrieleno Band of Mission Indians
Attn: Andrew Salas
P.O Box 393
Covina, Ca 91723

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) AUG 29 2014 C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
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☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

Article Number (Transfer from service label) 9414 8118 9956 3623 4698 91

Form 3811, July 2013 Domestic Return Receipt

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- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

SOBOBA BAND OF LUISENO INDIANS
Attn: Carrie Garcia
P.O. Box 487
San Jacinto, Ca 92581

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery
8/29

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

487

3. Service Type
☑ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 9414 8118 9956 3623 1371 83

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Print your name and address on the reverse so that we can return the card to you.
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Article Addressed to:

Los Angeles Native American
Indian Commission
Attn: Ron Andrade
3175 West 6th Street, Room 403
Los Angeles, CA 90020

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery
8/29

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☑ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
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4. Restricted Delivery? (Extra Fee) ☐ Yes

Article Number (Transfer from service label) 9414 8118 9956 3623 4416 62

Form 3811, July 2013 Domestic Return Receipt

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Gabrielino/ Tongva Indians of
California Tribal Council
Robert F. Dorame
PO Box 490
Bellflower, CA 90707

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☑ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 9414 8118 9956 3623 4735 95

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Gabrielino/ Tongva Nation
Attn: Sandonne Goad
106 ½ Judge John Aiso Street
Suite #231
Los Angeles, CA 90012

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery 8/27

D: Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail® ☐ Priority Mail Express™
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☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 9414 8118 9956 3623 1748 05

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Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
Print your name and address on the reverse so that we can return the card to you.
Attach this card to the back of the mailpiece, or on the front if space permits.

Article Addressed to:

Gabrieleno/ Tongva San Gabriel
Band of Mission Indians
Attn: Anthony Morales
P.O. BOX 693
San Gabriel, CA 91778

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

SAN GABRIEL CA 91776 AUG 30 2016 USPS

3. Service Type
☒ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
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4. Restricted Delivery? (Extra Fee) ☐ Yes

Article Number (Transfer from service label) 9414 8118 9956 3623 1442 11

3 Form 3811, July 2013 Domestic Return Receipt

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Gabrieleno-Tongva Tribe
Attn: Linda Candelaria
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) Jessica C. Date of Delivery 8-29-16

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 9414 8118 9956 3623 1789 33

PS Form 3811, July 2013 Domestic Return Receipt

ENDER: COMPLETE THIS SECTION

Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
Print your name and address on the reverse so that we can return the card to you.
Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Soboba Band of Luiseno Indians
Attn: Joseph Ontiveros
P.O. Box 487
San Jacinto, Ca 92581

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Billy Bautista ☐ Agent ☐ Addressee

B. Received by (Printed Name) Billy Bautista C. Date of Delivery 8/29

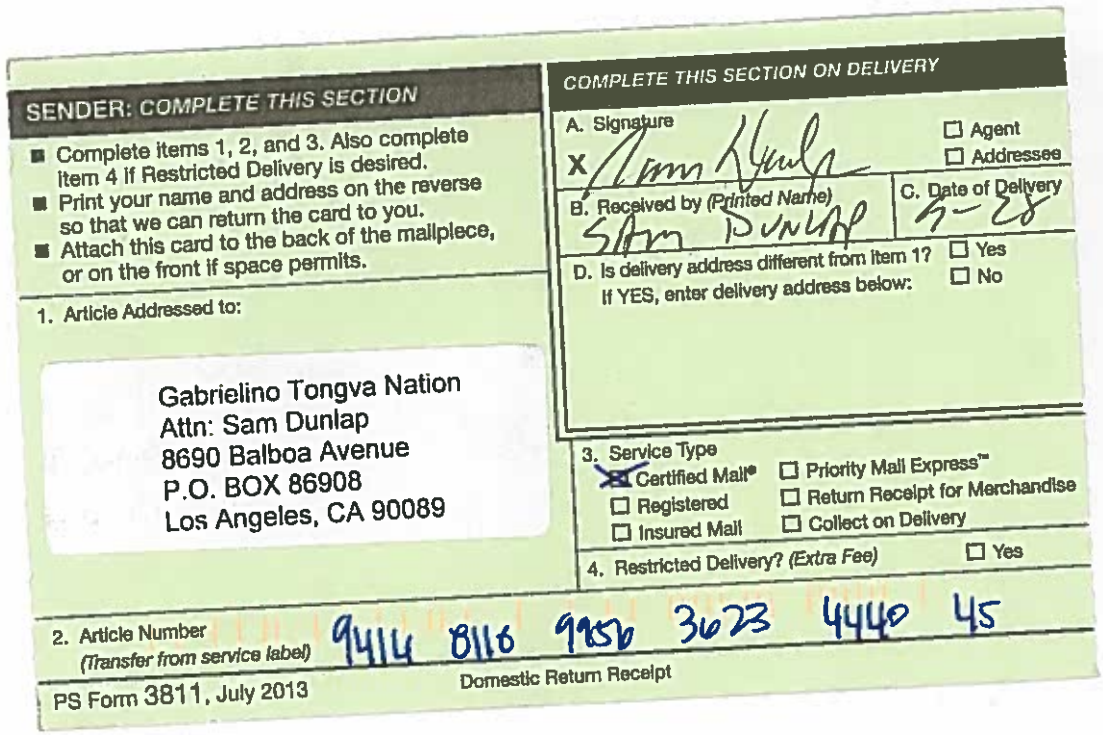
D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 9414 8118 9956 3623 1719 89

PS Form 3811, July 2013 Domestic Return Receipt



SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Gabrielino Tongva Nation
Attn: Sam Dunlap
8690 Balboa Avenue
P.O. BOX 86908
Los Angeles, CA 90089

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) Sam Dunlap
C. Date of Delivery 5-28

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail® ☐ Priority Mail Express™
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ Collect on Delivery

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 9414 8116 9856 3623 4440 45

PS Form 3811, July 2013 Domestic Return Receipt

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 24, 2016

Gabrielino-Tongva Tribe
Conrad Acuna
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

Subject: Link Union Station
Initiation of Section 106 Consultation with Native American Tribes

Dear Mr. Acuna:

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station Project (Link US, Project) to transform Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA). Pursuant to NEPA and CEQA, respectively, FRA and Metro will be preparing an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Link US Project.

Project Location: The proposed Project is located at LAUS, 800 North Alameda Street, City of Los Angeles, California 90012. LAUS is generally bounded by U.S. 101 to the south, Alameda Street to the west, Cesar E. Chavez Avenue to the north, and Vignes Street to the east. The Project extends north, south, and east of LAUS to encompass various Project elements. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which encompasses the anticipated extent of environmental study associated with the major Project components currently under consideration.

Project Background: Link US is very similar to a project that was considered in 2004, known as the Los Angeles Union Station Run-Through Tracks Project (Run-Through Tracks Project). That project, as originally described in the previous 2005 NEPA EIS/CEQA EIR, is no longer being pursued by FRA, and Metro will replace the California Department of Transportation

(Caltrans) as the CEQA Lead Agency. Substantial revisions since 2005 to the concept, design, and function of the Run-Through Tracks Project have prompted the need for FRA and Metro to treat Link US as a new Project. FRA is authorized to provide, subject to appropriations, funding for intercity passenger and rail capital investments and to provide loans and other financial support for railroad investment. Currently, the Link US Project has not received financial assistance from FRA. However, the relevance of the Project to other intercity passenger rail services and to California High-Speed Rail (HSR) may mean that the Project is eligible for future funding or financing from FRA.

The EIS/EIR will consider the No Action/No Build Alternative and potentially up to four (4) Build Alternatives for Link US. California HSR is considered a related project to Link US. The Link US EIS/EIR will evaluate the physical improvements to accommodate potential HSR service at LAUS within the limits of the Project.

Major components of the Link US Project are described below and depicted in Figure 3):

- ***Throat and Elevated Rail Yard*** – The Project would include new track and subgrade improvements to increase the elevation of the tracks leading to LAUS known as the "throat" and an elevated rail yard that would include longer, elevated passenger platforms and canopies.
- ***New Passenger Concourse*** – The Project would include the Link US-related portion of the new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building functional support areas) including up to 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The Link US-related portion of the new passenger concourse would enhance Americans with Disabilities Act (ADA) accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.
- ***Run-Through Tracks*** – The Project would include up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/ intercity rail (Metrolink/Amtrak) and HSR south along the west bank of the Los Angeles River, and a separate overhead viaduct for a loop track(s) turning north to the existing Keller Yard.

The Project also requires: modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to U.S. 101 and local streets to accommodate the run-through tracks overhead viaducts; railroad signal, positive train control (PTC), and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the Southern California Regional Rail Authority (SCRRA) West Bank mainline tracks; modifications to the existing Keller Yard and BNSF Railway West Bank Yard;

modifications to the Amtrak lead track; new access roadways to the railroad right-of-way; additional ROW; and utility relocations, replacements, and abandonments.

Because of the possibility of future FRA funding, FRA is initiating the Section 106 process for the Project to consider potential impacts on historic properties and cultural resources. Please note that as the CEQA Lead Agency, Metro is responsible for conducting Assembly Bill 52 (AB 52) tribal consultation. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

By way of this letter and in accordance with the Section 106 implementing regulations at 36 CFR 800.2(c), FRA invites you to be a Section 106 consulting party to assist in the identification of properties having religious or cultural significance to your tribe that may be affected by the Project, if such properties exist. If the Project may have an effect on properties known to you, FRA would like to consult with you on possible ways to avoid, minimize, or mitigate any potential adverse effects.

FRA and Metro will be contacting you in the near future to invite you to attend a Tribal Information Meeting to provide information about the Project including status and schedule, as it relates to the cultural resources investigations for the Project. The Tribal Information Meeting is not a public meeting; this meeting is intended to be an opportunity for tribal representatives to meet face-to-face with FRA and Metro's cultural resources and environmental planning teams, to ask questions about the Project, and to provide direct input regarding any concerns the tribes may have about potential effects of the Project to tribal cultural resources. Both federally recognized and non-federally recognized Native American Tribes who have cultural affiliation within the Project area are invited to attend the meeting. The meeting is intended to provide awareness and establish the protocol for future consultation and collaboration on the Project.

Prior to the Tribal Information Meeting and within 30 days of receiving this letter, please inform FRA and Metro of any concerns or comments that you may have related to the Project. If we have not received a response from you within 30 days of receipt of this letter, FRA will attempt to contact you by telephone. If you do not wish to participate in consultation for this project, please inform us at your earliest convenience and within the 30-day period.

LEAD AGENCY POINT OF CONTACT

Ms. Stephanie Perez
Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
RPD-13
1200 New Jersey Avenue, SE
Washington, DC 20590
Email: stephanie.perez@dot.gov
Phone: (202) 493-0388

If your organization would like to consult regarding this Project, please provide the name and contact information for the tribe's representative for the purposes of Section 106 Consultation. We value your assistance and look forward to consulting further if there are historic properties of religious and cultural significance to your tribe that may be affected by the Project. If you have questions regarding this consultation effort, please contact Stephanie Perez (see contact information above). Thank you for your attention to this matter.

Very Respectfully,

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Figures: 1. Project Location and Regional Vicinity Map
2. Link Union Station – Project Study Area Map
3. Link Union Station – Major Project Components

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Jeanet Owens, Metro
Vincent Chio, Metro
Tom Kim, HDR
Patrick O'Neill, HDR
Nina Delu, HDR

Figure 1. Project Location and Regional Vicinity

Figure 2. Link Union Station – Project Study Area

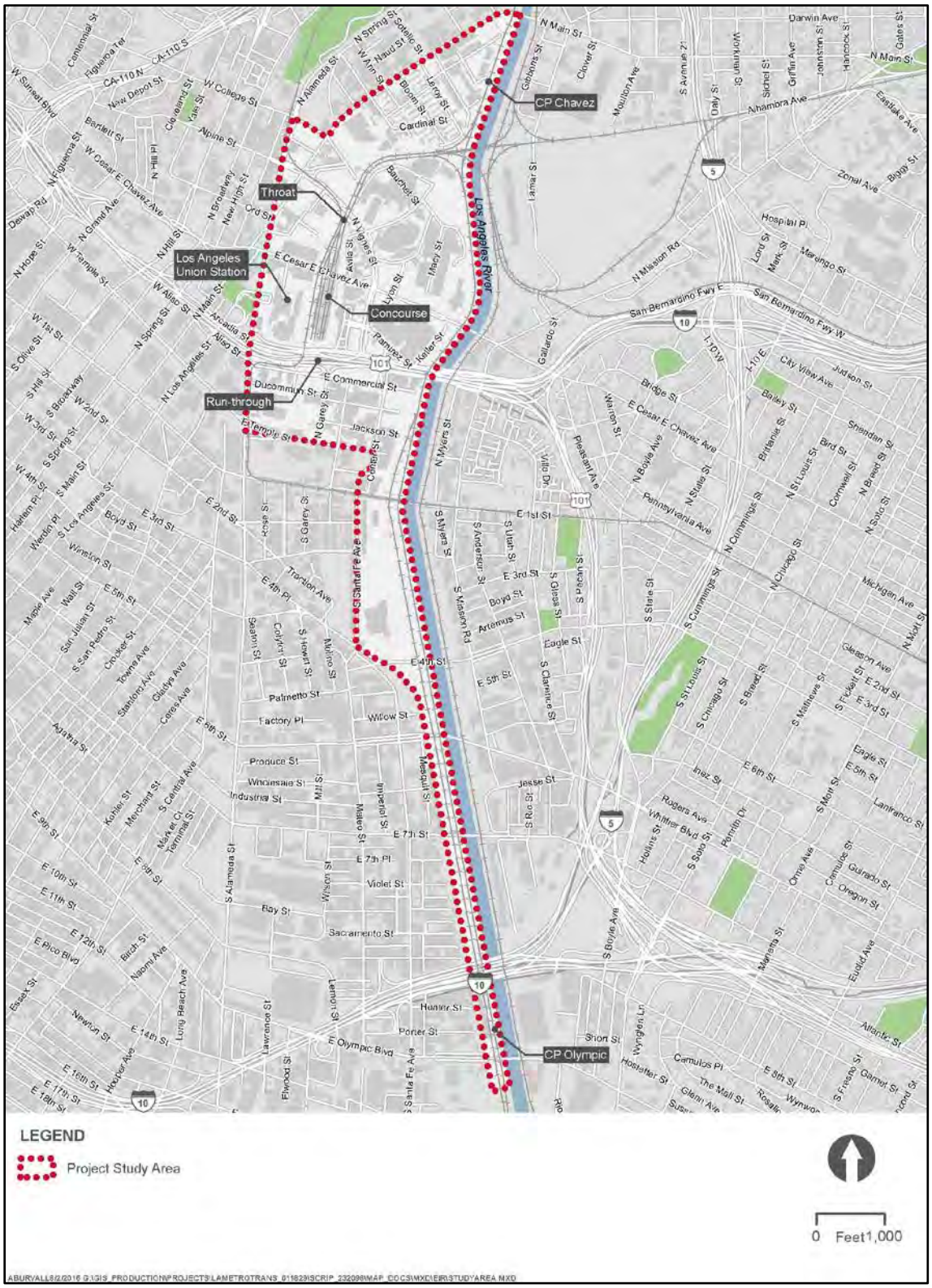
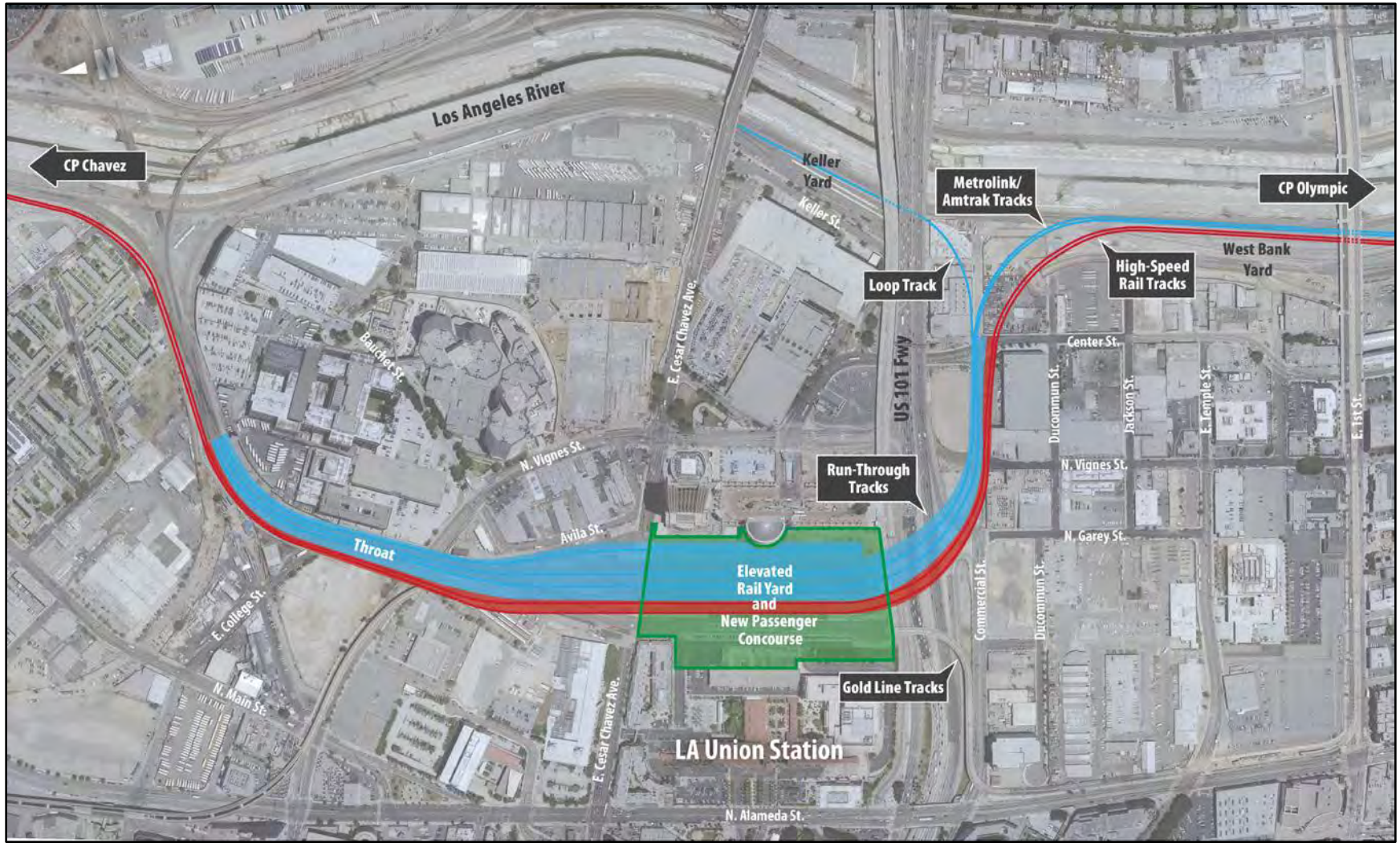


Figure 3. Link Union Station – Major Project Components



From:	Chio, Man San (Vincent)
To:	"calvitre@yahoo.com"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:20:06 AM

Dear Chairwoman Cindi Alvitre,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
The Link US Project proposes to transform Los Angeles Union Station from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA).

Meeting Purpose:
The purpose of the meeting is to relay information to your tribe including status and schedule, as it relates to the cultural resources investigations for the Project.

The Tribal Information Meeting is not a public meeting; this meeting is intended to be an opportunity for tribal representatives to meet face-to-face with FRA and Metro's cultural resources and environmental planning teams, to ask questions about the Project, and to provide direct input regarding any concerns the tribes may have about potential effects of the Project to tribal cultural resources. The meeting is intended to provide awareness and establish the protocol for future consultation and collaboration on the Project.

Meeting Date: September 19, 2016

Meeting Time: 1-3pm

Meeting Location:
Metro Headquarters,
1 Gateway Plaza, Los Angeles, California
4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

If you wish to attend, please RSVP to me via email or telephone (213-922-7597) by Thursday, September 15th. Light refreshments will be served.

Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"RAndrade@css.lacounty.gov"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:18:47 AM

Dear Mr. Ron Andrade,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
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4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

If you wish to attend, please RSVP to me via email or telephone (213-922-7597) by Thursday, September 15th. Light refreshments will be served.

Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"bacuna1@gabrielinotribe.com"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:29:53 AM

Dear Mr. Bernie Acuna,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
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Meeting Time: 1-3pm

Meeting Location:
Metro Headquarters,
1 Gateway Plaza, Los Angeles, California
4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

If you wish to attend, please RSVP to me via email or telephone (213-922-7597) by Thursday, September 15th. Light refreshments will be served.

Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"palmsprings9@yahoo.com"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:31:21 AM

Dear Ms. Linda Candelaria,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
The Link US Project proposes to transform Los Angeles Union Station from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA).

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Meeting Date: September 19, 2016

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Meeting Location:
Metro Headquarters,
1 Gateway Plaza, Los Angeles, California
4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

If you wish to attend, please RSVP to me via email or telephone (213-922-7597) by Thursday, September 15th. Light refreshments will be served.

Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"gtongva@verizon.net"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:15:58 AM

Dear Mr. Robert F. Dorame,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
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Meeting Time: 1-3pm

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Metro Headquarters,
1 Gateway Plaza, Los Angeles, California
4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

If you wish to attend, please RSVP to me via email or telephone (213-922-7597) by Thursday, September 15th. Light refreshments will be served.

Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"carrieg@soboba-nsn.gov"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:38:58 AM

Dear Ms. Carrie Garcia,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
The Link US Project proposes to transform Los Angeles Union Station from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA).

Meeting Purpose:
The purpose of the meeting is to relay information to your tribe including status and schedule, as it relates to the cultural resources investigations for the Project.

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Meeting Date: September 19, 2016

Meeting Time: 1-3pm

Meeting Location:
Metro Headquarters,
1 Gateway Plaza, Los Angeles, California
4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

If you wish to attend, please RSVP to me via email or telephone (213-922-7597) by Thursday, September 15th. Light refreshments will be served.

Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"sgoad@gabrielino-tongva.com"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:13:18 AM

Dear Chairperson Sandonne Goad,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
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Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"GTTribalcouncil@aol.com"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:04:20 AM

Dear Chairperson Anthony Morales,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
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Meeting Time: 1-3pm

Meeting Location:
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1 Gateway Plaza, Los Angeles, California
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Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Chio, Man San (Vincent)
To:	"jontiveros@soboba-nsn.gov"
Cc:	"Perez-Arrieta, Stephanie (FRA)"; Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:35:04 AM

Dear Mr. Joseph Ontiveros,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
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Meeting Location:
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Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	sam dunlap
To:	Chio,Man San (Vincent)
Cc:	"Perez-Arrieta,Stephanie (FRA)"; Owens,Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Re: Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 7:36:09 PM

Mr Chio,

Thank you for the invitation. I will gladly attend the scheduled meeting on Sept 19th.

Sam Dunlap
Cultural Resource Director
Gabrielino Tongva Nation
909-262-9351 cell

-----Original Message-----
From: "Chio, Man San (Vincent)"
Sent: Sep 12, 2016 11:25 AM
To: "'samdunlap@earthlink.net'"
Cc: "'Perez-Arrieta, Stephanie (FRA)'" , "Owens, Jeanet" , "'O'Neill, Patrick'" , "'Delu, Nina'"
Subject: Link US - Tribal Information Meeting on Sept. 19, 2016

Dear Mr. Sam Dunlap,

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.

Project: Link Union Station (Link US)
The Link US Project proposes to transform Los Angeles Union Station from a “stub-end tracks station” into a “run-through tracks station,” while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA).

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Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Delu, Nina
To:	"sam dunlap"; stephanie.perez@dot.gov; Laura Shick (Laura.Shick@dot.gov); Leitelt, Lyle (FRA)
Cc:	OwensJ@metro.net; Man San (Vincent) Chio; O"Neill, Patrick; "Tom Jackson"
Subject:	RE: Link Union Station Project
Date:	Friday, December 02, 2016 10:29:22 AM
Attachments:	Link US Tribal Information Meeting_November 2016.pdf

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Hi Sam,

Nice speaking with you today! As promised, I am sending you a PDF that includes specific information regarding the Link US project and the cultural work to date. This should give you a good idea of what the project is all about and where we are in the environmental process.

I understand from our conversation that the Gabrielino Tongva Nation's main concern with the project is that there should be a Native American monitor present during the construction phases of the project, and specifically that your tribe would like to be involved with that construction monitoring since the area falls within your traditional tribal boundaries. The Link US Project will be recommending that monitoring during construction, both archaeological and Native American monitoring, would be necessary. Decisions regarding who will provide monitoring services will be decided during the future construction phase of the project.

Archaeological site CA-LAN-1575/H deposits are highly likely to occur in the APE under the current urban landscape. The Link US team is currently in the process of evaluating CA-LAN-1575/H, and FRA will make a recommendation for the eligibility of the site. Our team wants to make sure that in evaluating the site, that we have not overlooked any Tribal concerns regarding the sites potential eligibility under criteria other than “D/4”. If you have any specific information regarding this or other resource specific concerns within the project area, please make sure you let our team know at your earliest convenience so that we can consider your input in regards to the evaluation of the site.

Feel free to contact me directly with any questions or comments you may have. You can also contact Stephanie Perez of FRA directly with any concerns: (202) 493-0388.

Regards,
Nina

Antonina “Nina” Delu, RPA
D 714.368.5658 M 949.892.9413
hdrinc.com/follow-us

-----Original Message-----
From: sam dunlap [mailto:samdunlap@earthlink.net]
Sent: Sunday, November 27, 2016 11:57 AM
To: stephanie.perez@dot.gov
Cc: OwensJ@metro.net; Delu, Nina
Subject: Link Union Station Project

Dear Mrs. Perez,

As the cultural resource director for the Gabrielino Tongva Nation I am writing this email to request inclusion in the ongoing tribal consultation process for the Link Union Station Project. Since the project area is within the traditional tribal boundaries of our tribal group the Gabrielino Tongva Nation will expect inclusion in any tribal cultural resource monitoring that will be undertaken during the construction phases of this project.

I will be available for future tribal consultation as needed. Thank you for your time on this matter.

Sincerely,

Sam Dunlap
Cultural Resource Director
Gabrielino Tongva Nation
(909)262-9351 cell

From:	Johntommy Rosas
To:	Chio, Man San (Vincent)
Cc:	Perez-Arrieta, Stephanie (FRA); Owens, Jeanet; O"Neill, Patrick; Delu, Nina
Subject:	Re: Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:36:48 AM

Thank you very much -
for including us in this important part of the process-
we respond in more detail later -
can you folks please send your draft agenda -
or other background info -
thanks jt

On Mon, Sep 12, 2016 at 11:27 AM, Chio, Man San (Vincent) <ChioM@metro.net> wrote:

> Dear Mr. John Tommy Rosas,
>
> The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.
>
> **Project: Link Union Station (Link US)**
>
> The Link US Project proposes to transform Los Angeles Union Station from a “stub-end tracks station” into a “run-through tracks station,” while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA).
>
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Meeting Date: September 19, 2016

Meeting Time: 1-3pm

Meeting Location:

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4th Floor, Plaza View Conference Room (check in at the 3rd Floor Security Desk)

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Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

--

JOHN TOMMY ROSAS
TRIBAL ADMINISTRATOR
TRIBAL LITIGATOR
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION
A TRIBAL SOVEREIGN NATION UNDER UNDRIP
AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42
25 U.S. Code § 1679 - Public Law 85-671
August 18, 1958 | [H. R. 2824] 72 Stat. 619
Tribal sovereignty in the United States is the inherent authority of indigenous tribes to govern themselves within and outside the borders and waters of the United States of America .
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reply e-mail and destroy all copies of the original message.

TRUTH IS OUR VICTORY AND HONOR IS OUR PRIZE >TATTN ©

tongvanation.org

From:	Delu, Nina
To:	"Johntommy Rosas"
Cc:	Perez-Arrieta, Stephanie (FRA); Laura Shick (Laura.Shick@dot.gov); Leitelt, Lyle (FRA); Man San (Vincent) Chio; OwensJ@metro.net; Dominguez, Andrina; O"Neill, Patrick; Kim, Tom; "Tom Jackson"; "Michael Kay"
Subject:	Link Union Station Consultation
Date:	Friday, December 09, 2016 10:19:25 AM
Attachments:	Link US_FRA Tongva Ancestral Territorial Tribal Nation Meeting Minutes 2016_11_15.docx APE Maps.pdf Confidential Appendix A.pdf

Hi JT,

I am attaching the meeting minutes from our meeting held on November 15, 2016. As a follow up to your request for further data, I am sending you the APE map set for the project. This map set only shows the built environment resources. Additionally, I have attached the location map of the archaeological site CA-LAN-1575/H in relation to the APE and the maximum limits of construction and a Records Search results map. Michael Kay from Resources Sciences and Planning (RSP) will be following up soon with the remainder of the records search digital data including shape files, DPRs, and reports obtained from the SCCIC.

As we discussed in our meeting, our team is in the process of evaluating the archaeological site, CA-LAN-1575/H. FRA and Metro are concerned that attributes of cultural resources relating to (a) significant events in Native American history and prehistory, (b) famous persons (real, mythological, etc.), and (c) attributes that express high artistic style (for example) be identified and considered in evaluating the National Register significance of cultural resources in the Link US Project APE that are known to tribes. If your tribe recognizes any attributes of the resource it is important that you identify such attributes to FRA and/or Metro so that all the cultural values associated with the resource can be considered in the Section 106 process.

If information about cultural resources is considered confidential by the tribe, Metro and FRA will maintain that confidentiality in accordance with directions from the tribe.

We would like to receive any information your tribe has to offer by **December 23rd, 2016**. Please note that this date is presented in an effort to maintain the environmental and cultural resources review schedule for the Project. Your tribe should feel free to participate in the Section 106 review throughout that process by offering appropriate information and comment regarding the identification and management of historic properties in the Project APE.

As always, you may contact Stephanie Perez from FRA at any time for direct government-to-government consultation.

Best regards,
Nina

Antonina "Nina" Delu, RPA
Environmental Planner

HDR
3230 El Camino Real, Suite 200

Irvine, CA 92602
D 714-368-5658 **M** 949-892-9413

nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Michael Kay
To:	Johntommy Rosas
Cc:	Perez-Arrieta, Stephanie (FRA); Laura Shick (Laura.Shick@dot.gov); Leitelt, Lyle (FRA); Man San (Vincent) Chio; OwensJ@metro.net; Dominguez, Andrina; O"Neill, Patrick; Kim, Tom; Tom Jackson; Delu, Nina; Geraldine Aron
Subject:	Re: Link Union Station Consultation
Date:	Friday, December 09, 2016 12:16:34 PM

Hi Johntommy,

Following Nina's email, I am attaching a compressed ZIP file of all of the pertinent data related to the Link Union Station Project and the site of CA-LAN-1575/H. As it contains several site records, reports, and GIS files, the file is very large and may take a while to download. Let me know if you have any issues with accessing it.

As Nina mentioned, the primary resource we are currently concerned with is P-19-001575 (CA-LAN-1575). This site has been positive for not only materials from LA's original Chinatown, but also prehistoric materials and burials. I have included all materials that we have on the resource (site records, previous reports) about this site in the appropriate subfolders within the ZIP file. Let me know if you have any questions after your review. The GIS files also contain other shapefiles for other resources. These are historic deposits (bottles, etc.), railroads, structures, or buildings. If you see any of interest, or need more information about a particular resource within the GIS files, please feel free to contact me at this email or at (626) 315-6223. Thank you, Johntommy.

Metro - Link Union Station.zip

Sincerely,
Michael Kay, M.A., RPA
Archaeologist / Field Director
Resource Sciences and Planning
(626) 315-6223
911 S Primrose Ave
Unit M
Monrovia, CA 91016
http://www.resourcesciencesandplanning.com

On Fri, Dec 9, 2016 at 10:19 AM, Delu, Nina <Nina.Delu@hdrinc.com> wrote:

> Hi JT,
>
> I am attaching the meeting minutes from our meeting held on November 15, 2016. As a follow up to your request for further data, I am sending you the APE map set for the project. This map set only shows the built environment resources. Additionally, I have attached the location map of the archaeological site CA-LAN-1575/H in relation to the APE and the maximum limits of construction and a Records Search results map. Michael Kay from Resources Sciences and Planning

(RSP) will be following up soon with the remainder of the records search digital data including shape files, DPRs, and reports obtained from the SCCIC.

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If information about cultural resources is considered confidential by the tribe, Metro and FRA will maintain that confidentiality in accordance with directions from the tribe.

We would like to receive any information your tribe has to offer by **December 23rd, 2016**. Please note that this date is presented in an effort to maintain the environmental and cultural resources review schedule for the Project. Your tribe should feel free to participate in the Section 106 review throughout that process by offering appropriate information and comment regarding the identification and management of historic properties in the Project APE.

As always, you may contact Stephanie Perez from FRA at any time for direct government-to-government consultation.

Best regards,

Nina

Antonina “Nina” Delu, RPA

Environmental Planner

HDR

3230 El Camino Real, Suite 200
Irvine, CA 92602
D 714-368-5658 **M** 949-892-9413

nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Chio, Man San (Vincent)
To:	"Andy"
Cc:	Perez-Arrieta, Stephanie (FRA); Owens, Jeanet; O"Neill, Patrick; Delu, Nina; Matt Teutimez.Kizh Gabrieleno; Christina Swindall Martinez. Kizh Gabrieleno; Henrypedregon; Gary Stickel
Subject:	RE: Link US - Tribal Information Meeting on Sept. 19, 2016
Date:	Monday, September 12, 2016 11:42:47 AM

Dear Andy,

This is a general project update meeting intended to establish the protocol for future consultation and collaboration on the Project. Other Tribes have also been invited to this general project meeting. Would you like to meet one-on-one with Metro/FRA? If so, we can definitely setup a separate one-on-one meeting with only your tribe to discuss the project.

Thanks,
Vincent

From: Andy [mailto:gabrielenoindians@yahoo.com]
Sent: Monday, September 12, 2016 11:22 AM
To: Chio, Man San (Vincent)
Cc: Perez-Arrieta, Stephanie (FRA); Owens, Jeanet; O'Neill, Patrick; Delu, Nina; Matt Teutimez.Kizh Gabrieleno; Christina Swindall Martinez. Kizh Gabrieleno; Henrypedregon; Gary Stickel
Subject: Re: Link US - Tribal Information Meeting on Sept. 19, 2016

Dear Vincent
Would this meeting be with our tribe only?

Sent from my iPhone

On Sep 12, 2016, at 11:08 AM, Chio, Man San (Vincent) <ChioM@metro.net> wrote:

> Dear Chairperson Andrew Salas,
>
> The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) cordially invite you to attend a Tribal Information Meeting to provide information about the Link Union Station (Link US) Project.
>
> **Project: Link Union Station (Link US)**
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1 Gateway Plaza, Los Angeles, California
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Respectfully,

Man-San (Vincent) Chio, P.E.
LA Metro
Sr. Engineer
Program Management | Regional Rail

From:	Delu, Nina
To:	"Andy Salas"; Matt Teutimez.Kizh Gabrieleno
Cc:	Perez-Arrieta, Stephanie (FRA); Laura Shick (Laura.Shick@dot.gov); Leitelt, Lyle (FRA); Man San (Vincent) Chio; OwensJ@metro.net; Kim, Tom; O"Neill, Patrick; Dominguez, Andrina; "Tom Jackson"
Subject:	Link Union Station Consultation
Date:	Friday, December 09, 2016 9:56:01 AM
Attachments:	Link US_FRA Kizh Nation Meeting Minutes 2016_11_15.docx

Hi Andy and Matt,

I am attaching the meeting minutes from our meeting held on November 15, 2016.

As we discussed, our team is in the process of evaluating the archaeological site, CA-LAN-1575/H. We wanted to thank you for providing the various links about the importance of "El Aliso." FRA and Metro are concerned that attributes of cultural resources relating to (a) significant events in Native American history and prehistory, (b) famous persons (real, mythological, etc.), and (c) attributes that express high artistic style (for example) be identified and considered in evaluating the National Register significance of cultural resources in the Link US Project APE that are known to tribes. If your tribe recognizes any further attributes of the resource it is important that you identify such attributes to FRA and/or Metro so that all the cultural values associated with the resource can be considered in the Section 106 process.

If information about cultural resources is considered confidential by the tribe, Metro and FRA will maintain that confidentiality in accordance with directions from the tribe.

We would like to receive any further information your tribe has to offer by **December 23rd, 2016**. Please note that this date is presented in an effort to maintain the environmental and cultural resources review schedule for the Project. Your tribe should feel free to participate in the Section 106 review throughout that process by offering appropriate information and comment regarding the identification and management of historic properties in the Project APE.

As always, you may contact Stephanie Perez from FRA at any time for direct government-to-government consultation.

Best regards,
Nina

Antonina "Nina" Delu, RPA
Environmental Planner

HDR
3230 El Camino Real, Suite 200
Irvine, CA 92602
D 714-368-5658 **M** 949-892-9413

nina.delu@hdrinc.com

hdrinc.com/follow-us

From:	Delu, Nina
To:	"jontiveros@soboba-nsn.gov"
Cc:	"Tom Jackson"; O"Neill, Patrick; "Perez-Arrieta, Stephanie (FRA)"; "Laura Shick (Laura.Shick@dot.gov)"; "Leitelt, Lyle (FRA)"; "Man San (Vincent) Chio"; OwensJ@metro.net
Subject:	RE: Soboba - Link US Data Request
Date:	Friday, December 09, 2016 10:26:21 AM
Attachments:	Link US_FRA Soboba Meeting Minutes 2016_11_16.docx

Hi Joe,

I am attaching the meeting minutes from our Link Union Station (Link US) meeting held on November 16, 2016.

We wanted to confirm that you were able to download all of the records search data that RSP emailed you in a zip file? Does Soboba have any comments to provide on the Link US project?

As always, you may contact Stephanie Perez from FRA at any time for direct government-to-government consultation.

Best regards,
Nina

Antonina "Nina" Delu, RPA
D 714.368.5658 **M** 949.892.9413

hdrinc.com/follow-us

From: Delu, Nina
Sent: Thursday, November 17, 2016 2:50 PM
To: 'jontiveros@soboba-nsn.gov'
Cc: 'Tom Jackson'; 'Michael Kay'; O'Neill, Patrick; Perez-Arrieta, Stephanie (FRA); Laura Shick (Laura.Shick@dot.gov); 'Leitelt, Lyle (FRA)'; Man San (Vincent) Chio
Subject: Soboba - Link US Data Request

Hi Joe,

I wanted to thank you for meeting with us yesterday to talk about the Link US Project. As a follow up to your request for further data, I am sending you the APE map set for the project as taken from the HPSR. This map set only shows the built environment resources. Additionally, I have attached the confidential appendix from the ASR that shows the location of the archaeological site CA-LAN-1575/H in relation to the APE and the maximum limits of construction. This appendix also includes a Records Search results map.

Michael Kay from Resources Sciences and Planning (RSP) will be following up later today with the remainder of the records search digital data including shape files, DPRs, and reports obtained from the SCCIC. Please let me know if there is anything further that you need, or if you have any questions. We appreciate your input!

Thanks,
Nina

Antonina "Nina" Delu, RPA
Environmental Planner

HDR
3230 El Camino Real, Suite 200
Irvine, CA 92602
D 714-368-5658 **M** 949-892-9413

nina.delu@hdrinc.com

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Meeting Minutes

Project:	**Link US**
Subject:	Section 106 Tribal Meeting with Gabrieleno Band of Mission Indians – Kizh Nation
Date:	Tuesday, November 15, 2016
Location:	HDR Los Angeles Office and Conference Call – 9:30am to 11am PST

Attendees:

Andy Salas – Kizh Nation
Matt Teutimez – Kizh Nation
Dr. Gary Stickel – Kizh Nation
Stephanie Perez – FRA
Laura Shick – FRA
Vincent Chio – Metro
Andrina Dominguez - Metro
Patrick O'Neill – HDR
Nina Delu – HDR
Tom Jackson – RS&P

The intent of this meeting was to provide background information on the Link Union Station (Link US) Project, to provide project schedule, to present information regarding identified cultural resources in the APE, focusing on ethnohistoric and prehistoric time periods, as well as to provide a forum for the Kizh Nation to discuss any resource concerns.

1. **Introductions:** Meeting participants introduced themselves and their roles as it relates to the project.
   - During introductions, Andy Salas noted the strong ancestral connection that the Kizh Nation has to this project area and that no other Tribe can prove. He stated that the Project lies next to a major trade route (possibly paved over by the U.S. 101) that connected San Francisco to San Diego and is a highly sensitive area for cultural resources for the Tribe – from Dogtown to the Village of *Yaanga*. Andy's father has been identified as the Most Likely Descendant (MLD) for numerous projects in the vicinity of LAUS. The Tribe supports the project and the project is in an area that is their birthright to protect. The Project is in an area of many Kizh villages. SWCA conducted excavations along Aliso Street and that info needs to be included in Link US studies.
2. **The Link Union Station Project**
   - Project History – How Link US has evolved since the 2006 LAUS Run-Through Tracks (Run-Through Tracks Project, SCRIP; Link US). Metro purchased LAUS in 2011 and has a strong commitment to historic preservation. The potential accommodation of high-speed rail (HSR) and the need for an expanded passenger concourse were noted as primary difference between the evolving project.
   - Project Need/Benefits – LAUS approaching operational capacity, with ridership expecting to double by 2040 – critical transportation need in Southern California. Stub-end tracks limit efficiency. Link US benefits include improved connectivity, improving pedestrian access and platform functionality, reduced idling times (i.e., improved local air quality and facilitation of regional greenhouse gas reductions), and making LAUS a regional destination.

- Project Features – Throat, platforms, run-through tracks, loop tracks, and new passenger concourse.

- Alternatives – Link US Alternatives Analysis in progress. Four alternatives "floating" to the top. Discussion of three alternatives and their relationship to HSR. In order to provide a reasonable range of alternatives and in the event that HSR does not utilize LAUS as a station location, one alternative does not include HSR.

3. Project Schedule & Section 106 Updates

- Project Schedule – Targeting Draft EIS/EIR for spring 2017 with Final EIS/EIR & ROD by Winter 2017. Cultural/historic resource identification work is being completed and we want to include the Tribe's perspective on resources – ensuring that everything has been identified.

4. Identified Cultural Resources

- Area of Potential Effects – largely urban and paved environment.

- Archaeology – Tom Jackson presented identification efforts to date including information on Site CA-LAN-1575/H. Site categorized as "Multi-Component" representing the various occupations of the site from historic Chinatown to Prehistory. The current site boundary is based on the parcel with detailed information from neighboring projects where site has been discovered. RSP is putting together a 3D model to synthesize information regarding the site.

  SHPO has not formally evaluated the site and FRA will make a recommendation for the eligibility of the site. CA-LAN-1575/H deposits are likely to occur in the APE under the current urban landscape and the Project has high potential for buried resources within the entirety of the APE. HDR stressed the importance of early input regarding known resources and/or areas of sensitivity and concerns that help to inform the alternative analysis and DEIS/DEIR. HDR indicated that monitoring during construction would be necessary. HDR also stressed the importance of understanding the confidentiality of any information presented from the Tribes. Based on the feedback provided by the Kizh Nation in their AB 52 letter response, HDR is treating CA-LAN-1575/H as a Tribal Cultural Resource under CEQA.

  Our team wants to make sure that in evaluating the site, that we have not overlooked any Tribal concerns regarding the sites potential eligibility under criteria other than "D/4".

  The Kizh Nation noted that Village of *Yaanga* would have been an area for many villages to come and trade (this tradition carried on into the Rancho time period when many Native Americans worked on local ranches and delivered goods to the Grand Central Market via wagon), and the village included important service areas that it was connected to such as minor habitation sites, shrine areas, burial areas, springs (Elysian Park), quarry areas, plant exploration areas, and trails. Matt noted that there was a very important and large sycamore tree where Tribal and spiritual leaders met together and prayed together. Kizh Nation emphasized evidence of Native American presence in area for more than 9,000 years with demonstrated Kizh ancestry to project area.

- Comments from the Kizh:

    i. Burials found in the area signal how important and sensitive the area is to the Kizh Nation. If burials are discovered, the Kizh want to be contacted/involved. Kizh want to be involved in preparation of management plan that includes protocols for treatment of human remains if found.

    ii. The Kizh Nation also mentioned that they would want to see a very strong discovery and mitigation plan that would deal with any type of discovery that would come up.

    iii. The Kizh Nation now has an agency that provides tribal cultural monitoring, along with archaeological, biological, paleontological services and they are a DBE. In this manner, they can easily work alongside Metro and FRA to develop mitigation and review the management plans for the Project.

    iv. Kizh Nation understands need for agencies to consult with other tribes out of respect and to request their recommendations but Kizh Nation is only legitimate ancestry; this is Kizh territory; they clarified that “culturally and traditionally affiliated tribes” are not the same as ancestrally affiliated tribes, which the Kizh Nation is.

    v. Kizh Nation noted that bringing the history of the LAUS within the proposed concourse would be nice.

    vi. Possible mitigation measures include development of detailed management plan with input from Kizh THPO and others in tribe; data recovery; curation; education/public outreach regarding tribal history.

5. Next Steps

- Kizh Nation to provide any information that they can to assist with the evaluation of Site CA-LAN-1575/H under criteria other than D/4.

- HDR team to provide cultural reports and other pertinent data as soon as FRA has finalized review.

Meeting Minutes

Project:	**Link US**
Subject:	Section 106 Tribal Meeting with Tongva Ancestral Territorial Tribal Nation (TATTN)
Date:	Tuesday, November 15, 2016
Location:	Conference Call Only – 1pm to 2pm PST
Attendees:	Johntommy Rosas - TATTN Stephanie Perez – FRA Laura Shick – FRA Vincent Chio – Metro Andrina Dominguez - Metro Patrick O'Neill – HDR Nina Delu – HDR Tom Jackson – RS&P

The intent of this meeting was to provide background information on the Link Union Station (Link US) Project, to provide project schedule, to present information regarding identified cultural resources in the APE, focusing on ethnohistoric and prehistoric time periods, as well as to provide a forum for the TATTN to discuss any resource concerns.

1. **Introductions:** Meeting participants introduced themselves and their roles as it relates to the project.
   - During introductions, Johntommy Rosas noted that the Project is located where the original Pueblo of Los Angeles is located. He said that he has had his DNA analyzed and it ties him to DNA found on the coastal areas and islands of California. Johntommy stated that he supports the Project. He asked if there would be EPA clean-up of existing train yard. He wondered how the project area would be tested for archaeological remains. Johntommy noted that Tongva have "issues" with some archaeological contractors.

2. **The Link Union Station Project**

   - Project History – How Link US has evolved since the 2006 LAUS Run-Through Tracks (Run-Through Tracks Project, SCRIP; Link US). Metro purchased LAUS in 2011 and has a strong commitment to historic preservation. The potential accommodation of high-speed rail (HSR) and the need for an expanded passenger concourse were noted as primary difference between the evolving project.

   - Project Need/Benefits – LAUS approaching operational capacity, with ridership expecting to double by 2040 – critical transportation need in Southern California. Stub-end tracks limit efficiency. Link US benefits include improved connectivity, improving pedestrian access and platform functionality, reduced idling times (i.e., improved local air quality and facilitation of regional greenhouse gas reductions), and making LAUS a regional destination.

- Project Features – Throat, platforms, run-through tracks, loop tracks, and new passenger concourse.

- Alternatives – Link US Alternatives Analysis in progress. Four alternatives "floating" to the top. Discussion of three alternatives and their relationship to HSR. In order to provide a reasonable range of alternatives and in the event that HSR does not utilize LAUS as a station location, one alternative does not include HSR.

- Johntommy requested to have all elevations of the project and engineering, plus records search data, and a copy of all cultural documents. He also requested a list of sites within half a mile of the APE.

3. Project Schedule & Section 106 Updates

- Project Schedule – Targeting Draft EIS/EIR for spring 2017 with Final EIS/EIR & ROD by Winter 2017. Cultural/historic resource identification work is being completed and we want to include the Tribe's perspective on resources – ensuring that everything has been identified.

4. Identified Cultural Resources

- Area of Potential Effects – largely urban and paved environment.

- Archaeology – Tom Jackson presented identification efforts to date including information on Site CA-LAN-1575/H. Site categorized as "Multi-Component" representing the various occupations of the site from historic Chinatown to Prehistory. The current site boundary is based on the parcel with detailed information from neighboring projects where site has been discovered. RSP is putting together a 3D model to synthesize information regarding the site.

  SHPO has not formally evaluated the site and FRA will make a recommendation for the eligibility of the site. CA-LAN-1575/H deposits are likely to occur in the APE under the current urban landscape and the Project has high potential for buried resources within the entirety of the APE. HDR stressed the importance of early input regarding known resources and/or areas of sensitivity and concerns that help to inform the alternative analysis and DEIS/DEIR. HDR also stressed the importance of understanding the confidentiality of any information presented from the Tribes. HDR is treating CA-LAN-1575/H as a Tribal Cultural Resource under CEQA.

  Our team wants to make sure that in evaluating the site, that we have not overlooked any Tribal concerns regarding the sites potential eligibility under criteria other than "D/4".

  Questions/Comments from TATTN:

  i. Just because the resources are paved over does not mean that the [site] is disturbed. He stated he has information the CHRIS does not have, and would be willing to share that with the team.

  ii. Johntommy asked whether the site was located within an archaeological district. HDR team to double check, but did not think this to be the case.

iii. Johntommy stated that while he supports the Project, he also wants to make sure that he protects the resources and in particular the village of Yaanga. In order for the Project to move forward there needed to be a proper discovery and treatment plan in place prior to construction that deals with testing the site. He mentioned that geotechnical borings that will be conducted for the project would be a good opportunity to test the site by taking core samples and he felt that there should be robust testing of the site prior to construction because of the potential to encounter a big burial area associated with the village of Yaanga which was at project center. Questioned if NAGPRA applies (it does not). He also mentioned that the Project should conduct data recovery. Artifacts should be reburied in place. There needs to be strong MOA or PA developed with strong treatment plan for management/treatment of discoveries. He also requested that the Advisory Council on Historic Preservation be engaged in looking at the treatment plans.

iv. Johntommy asked FRA what alternative was preferred. FRA responded that they are going through the NEPA process which looks at all alternatives equally. FRA also noted that they have not yet committed funding for the Project, but that they may in the future. Metro stated that they do not have a preferred alternative right now.

v. Johntommy mentioned that he is proactive in consultation and it is important to set things up right. He will send ACHP guidelines that states that he has the right to be contracted, and he would like to fairly compensated financially for his time.

vi. CA-LAN-1575/H as a TCR – Johntommy mentioned that soil sampling may help identify sensitive areas, which can then hopefully be engineered around and avoided. However, if impacted, he recommends that there should be *In Situ* preservation wherever possible, specific treatment plans available, human remains should be reburied as close as possible, and any artifacts should reburied in the area, and with the remains if found with them. There should be no analysis of human remains or associated burial goods.

5. Next Steps

- TATTN to provide any information that they can to assist with the evaluation of Site CA-LAN-1575/H under criteria other than D/4.
- HDR team to provide cultural reports and other pertinent data as soon as FRA has finalized review.

Meeting Minutes

Project:	**Link US**
Subject:	Section 106 Tribal Meeting with Soboba Band of Luiseno Indians (Soboba)
Date:	Wednesday, November 16, 2016
Location:	HDR Los Angeles Office and Conference Call – 10:30am to Noon PST
Attendees:	Joseph Ontiveros- Soboba Stephanie Perez – FRA Laura Shick – FRA Patrick O'Neill – HDR Nina Delu – HDR Tom Jackson – RS&P

The intent of this meeting was to provide background information on the Link Union Station (Link US) Project, to provide project schedule, to present information regarding identified cultural resources in the APE, focusing on ethnohistoric and prehistoric time periods, as well as to provide a forum for the Soboba to discuss any resource concerns.

1. **Introductions:** Meeting participants introduced themselves and their roles as it relates to the project.
   - During introductions, Joe Ontiveros noted that the Project area is generally outside of the Tribes area of concern, but that the reason why Soboba is consulting on the Project due to its close proximity to the cemetery in the Plaza. Burial records show that there are at least 40 documented Luiseno burials in that cemetery.
2. **The Link Union Station Project**
   - Project History – How Link US has evolved since the 2006 LAUS Run-Through Tracks (Run-Through Tracks Project, SCRIP; Link US). Metro purchased LAUS in 2011 and has a strong commitment to historic preservation. The potential accommodation of high-speed rail (HSR) and the need for an expanded passenger concourse were noted as primary difference between the evolving project.
   - Project Need/Benefits – LAUS approaching operational capacity, with ridership expecting to double by 2040 – critical transportation need in Southern California. Stub-end tracks limit efficiency. Link US benefits include improved connectivity, improving pedestrian access and platform functionality, reduced idling times (i.e., improved local air quality and facilitation of regional greenhouse gas reductions), and making LAUS a regional destination.
   - Project Features – Throat, platforms, run-through tracks, loop tracks, and new passenger concourse.
   - Alternatives – Link US Alternatives Analysis in progress. Four alternatives "floating" to the top. Discussion of three alternatives and their relationship to HSR. In order to provide a reasonable range of alternatives and in the event that HSR does not utilize LAUS as a station location, one alternative does not include HSR.
3. **Project Schedule & Section 106 Updates**

- Project Schedule – Targeting Draft EIS/EIR for spring 2017 with Final EIS/EIR & ROD by Winter 2017. Cultural/historic resource identification work is being completed and we want to include the Tribe's perspective on resources – ensuring that everything has been identified.

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- Area of Potential Effects – largely urban and paved environment.

- Archaeology – Tom Jackson presented identification efforts to date including information on Site CA-LAN-1575/H. Site categorized as "Multi-Component" representing the various occupations of the site from historic Chinatown to Prehistory. The current site boundary is based on the parcel with detailed information from neighboring projects where site has been discovered. RSP is putting together a 3D model to synthesize information regarding the site.

  SHPO has not formally evaluated the site and FRA will make a recommendation for the eligibility of the site. CA-LAN-1575/H deposits are likely to occur in the APE under the current urban landscape and the Project has high potential for buried resources within the entirety of the APE. HDR stressed the importance of early input regarding known resources and/or areas of sensitivity and concerns that help to inform the alternative analysis and DEIS/DEIR. HDR also stressed the importance of understanding the confidentiality of any information presented from the Tribes.

  HDR team wants to make sure that in evaluating the site, that we have not overlooked any Tribal concerns regarding the sites potential eligibility under criteria other than "D/4".

  Questions/Comments from Soboba:

  i. Joe requested records search data and the APE map, but did not ask for the cultural documents. With this information, he will talk with Tribal members regarding the project. If Soboba does not have any comments, they will conclude Section 106 consultation and send a letter with their recommendations.

  ii. 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 are reburied on site.

  iii. Any concerns that Soboba has for the Project are for the historic period. Joe 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 and a NAGPRA plan of action would need to be created. FRA noted that the Project is not on Federal land so discoveries would not be under NAGPRA. Joe Mentioned that agreement documents (MOA, PA, etc.) would need to be in place.

iv. Soboba recommends preservation in place and avoidance of resources with a stress on avoidance.

5. Next Steps

- HDR team to provide records search data and APE maps to Soboba to review.
- Soboba will review the data and maps provided and will let us know of any concerns by December 2, 2016 as long as these data are provided to them quickly by the HDR team.

From: Jessica Valdez
To: Delu, Nina
Cc: Joseph Ontiveros
Subject: Link Union Station
Date: Wednesday, February 01, 2017 4:27:31 PM

Nina,

With regards to the Link Union Station Project, please consider this email as a formal conclusion to consultation under Section 106 for the Soboba Band of Luiseño Indians. The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department. At this time the Soboba Band does not have any specific or immediate concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies. We recommend that you contact local tribes who are in closer proximity to the project area. The tribe also requests notification of any inadvertent discoveries throughout the course of the project. Please feel free to contact us with any additional questions or concerns.

Jessica Valdez
Soboba Band of Luiseño *Indians*
Cultural Resource Department
Office: (951)-654-5544 Ext: 4139
JValdez@soboba-nsn.gov

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Attachment G

SHPO Concurrence Letter dated 01/15/2004

(Regarding predecessor undertaking, the Run-Through Tracks Project)

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STATE OF CALIFORNIA – THE RESOURCES AGENCY
ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
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(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

January 15, 2004

REPLY TO: FRA031117A

Ronald Kosinski, District Director
Division of Environmental Planning
California State Department of Transportation, District 7
120 S. Spring Street
Mail Stop #16-A
LOS ANGELES CA 90012

Re: Historic Property Survey Report and Finding of No Adverse Effect Report for the Los Angeles Union Station Run-Through Tracks Project, Los Angeles, Los Angeles County.

Dear Mr. Kosinksi:

Thank you for submitting to our office, on behalf of the Federal Railroad Administration (FRA), your November 3, 2003 letter, Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Historic Property Survey Report (HPSR) and Finding of No Adverse Effect (FNAE) documentation regarding the proposed Los Angeles Union Station Run-Through Tracks Project in the City of Los Angeles, Los Angeles County. FRA, in conjunction with AMTRAK, is proposing to extend the tracks from the existing stub-end tracks at Los Angeles Union Station (Union Station) to provide "run-through" capabilities for four of the ten stub-end tracks at the station. Union Station is listed on the National Register of Historic Places (NRHP).

The extension would involve construction of a railroad bridge span over the El Monte Busway and U.S. 101. The elevated rail structure would continue south then east from U.S. 101, forming an S-curve that would transition to grade and reconnect to the existing Burlington Northern Santa Fe (BNSF) mainline tracks along the west bank of the Los Angeles River, north of the 1st Street Bridge. This would allow some of the trains that use Union Station to avoid the current pull-in/back out situation. The project may also require some reconfiguration of the Union Station passenger platforms, changes in pedestrian access at the tunnel level, possibly depressing the baggage handling access road at the south end of the station, ADA improvements to pedestrian ramps and stairways, as well as relocation and installation of utilities. Two alternatives (Alternative A and Alternative A-1) are under consideration for this undertaking. They are described in detail on Page 7 of the HPSR and Page 6 of the FNAE documentation. The proposed Areas of Potential Effects (APEs), as delineated for both proposed alternatives, appear adequate and meet the definition set forth in 36 CFR 800.16(d).

FRA is seeking my comments on its determination of the eligibility of eight (8) pre-1957 architectural properties located within the proposed project APEs for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The HPSR also identified six (6) post-1957 architectural properties within

the project APE and determined them ineligible for inclusion on the NRHP. I do not object to FRA's finding regarding these six (6) post-1957 properties. The HPSR also identified six properties located within the proposed project APEs that are either listed on, or have been determined, by consensus, to be eligible for inclusion on, the NRHP. I have no objection to these properties retaining their current NRHP eligibility status. The documentation also identifies two archeological properties that were located within the project APEs. These properties are:

- CA-LAN-1575/H - a site containing both prehistoric components and extensive historic-era components.

- AE-UPT-01H - an industrial lead track constructed between 1894 and 1906 to serve the no longer extant Maier & Zobelein Brewery which was located at the northwest corner of Commercial and Vignes Streets.

A review of the HPSR leads me to concur with FRA's determination regarding the aforementioned pre-1957 architectural properties:

- The Mission Tower located at 1436 Alhambra Avenue is eligible for inclusion on the NRHP at the level of local significance under Criteria A and C as defined in 36 CFR 60.4. The structure has strong associations with the operation and monitoring of train traffic at Union Station and was an integral part of the station's operations in the historic period spanning the years 1916 to 1996. The structure has maintained sufficient integrity of design, materials, workmanship, setting, and feeling associated with its historic period of significance.

- None of the remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

Regarding the aforementioned archeological properties I have the following comments:

- **CA-LAN-1575/H -**

  I have not found evidence that SHPO concurred with any previous determination of NRHP eligibility for this property. If you have documentation attesting to SHPO concurrence, please provide it as soon as possible. I agree that there is a high potential that portions of this site extend into the current project's APE.

- **Site AE-UPT-01H -**

  The documentation states the property appears eligible to the National Register under Criterion D because it may yield information about the materials and location of typical industrial lead tracks associated with a precursor of the AT&SF Railway. The report does not include a research design that explains the information this property may contain, nor does it contain an explanation of why understanding more about materials and location of typical industrial lead tracks is considered important in any specific

historic context. Absent this information, I at this timeunable to concur in this eligibility determination.

FRA is also seeking my comments on its determination of the effects the proposed project alternatives will have on historic properties in accordance with 36 CFR 800. My review of the submitted FOE documentation leads me to concur with FRA on the following:

- The proposed project alternatives, as described, would have no adverse effect on the following National Register-eligible architectural properties:
    - Los Angeles Union Station
    - Los Angeles Union Station Tower (Terminal Tower)
    - Macy Avenue/Cesar Chavez Avenue Bridge
    - Vignes Street Bridge
    - 1st Street Viaduct
    - Mission Tower
    - Car Supply/Repair Shop
    - AT&SF Railway Redondo Junction Master Mechanic & Locomotive Supervisors Offices

The proposed project alternatives will not significantly alter or change those characteristics that qualify these properties for inclusion on the NRHP. In addition, numerous alterations that have occurred at Union Station as a result of the El Monte Busway Extension project in 1987 and the Metro Rail Line project in 1991 have introduced elements that have slightly altered the property's historic design, materials, and setting associated with its 1939 appearance. It is these modified elements that the proposed project is designed to have the greatest impact on.

The FOE documentation concludes there is a high potential that CA-LAN-1575/H, AE-UPT-01, and possibly other as yet unknownarchaeological deposits may all be subject to adverse effects during construction of this undertaking. It does appear that there is a potential for an adverse effect to these properties shoud they be determined or considered National Register eligible. The report proceeds to recommend measures to mitigate the prospective adverse effect of this undertaking. It recommends preparing a *Project Treatment Plan for Historic Properties Discovered during Project Implementation* that will discuss how FRA will resolve any adverse effects upon newly discovered properties that may be historic during the implementation of the project. I would like to review this document as part of our Section 106 consultation. The FOE identifies six mitigation measures that could be included in an MOA. I recommend these mitigation measures be addressed in the proposed Treatment Plan. The specific details of mitigation measure CR-1 (how and when archaeological resources will be identified, evaluated, and treated) are crucial to appropriate compliance with Section 106 of the National Historic Preservation Act. Other mitigation measures suggest avoidance will be considered. If identification and evaluation of historic properties will truly proceed apace with construction, it seems that avoidance is not a realistic option. The proposed Treatment Plan should discuss only reasonable options to mitigate adverse effects to prospective historic properties within the APE for this undertaking.

FRA has indicated on Pages 12 and 13 of its HPSR that it has held scoping meetings with, and written letters to, local government agencies and interested parties in period dating from June 2002 to January 2003. As of September 2003, FRA received no written responses to its letters from the interested parties listed on the aforementioned pages of the HPSR. It is unclear whether this lack of written responses to FRA's letters constitutes the full range of possible responses from interested parties that would verify their concurrence or non-concurrence with the project and its potential effects on historic properties. Please provide, at your earliest possible convenience, any additional evidence or information that would convey the views of the aforementioned interested parties about the proposed project and its impact on historic properties.

Thank you again for seeking my comments on your project. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,

Dr. Knox Mellon
State Historic Preservation Officer

Attachment H

Public Information Meetings

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Link Union Station (Link US)

Overview | Project Benefits | Project Materials | Community Meetings

Link US Public Scoping Meeting and Open House
Thursday, June 2, 2016
6:00 – 8:00 PM

Scoping Meeting Presentation

Contact Us

Comment/Question Form:
Complete this form
to leave us your questions and comments.

213.922.2524
linkunionstation@metro.net
facebook.com/regionalrail

Sign up to receive Link Union Station (US) Email

Train Schedules & Tickets
Get Train Routes, Schedules, & Fare Find Train Schedules & Tickets Now! Go to mytransit.org

Welcome!

Overview Agenda:

- 6:00 pm – 6:30 pm: Welcome & Sign-In
- 6:30 pm – 7:00 pm: Link US Presentation
- 7:00 pm – 8:00 pm: Open House

Metro

Link Union Station (Link US)

(formerly SCRIP)

Scoping Meeting & Open House

June 2, 2016

Metro

Welcome!

Metro

Agenda

- Project Need: Why Do We Need Link US?
- Project Location: Where Is Link US?
- Project History: How Has Link US Evolved?
- Project Benefits: What Will Link US Provide?
- Project Overview: What Is Link US?
- Agency Coordination: Who Is Involved?
- Project Process: What Will Be Studied?
- Project Timeline: What Is Next?

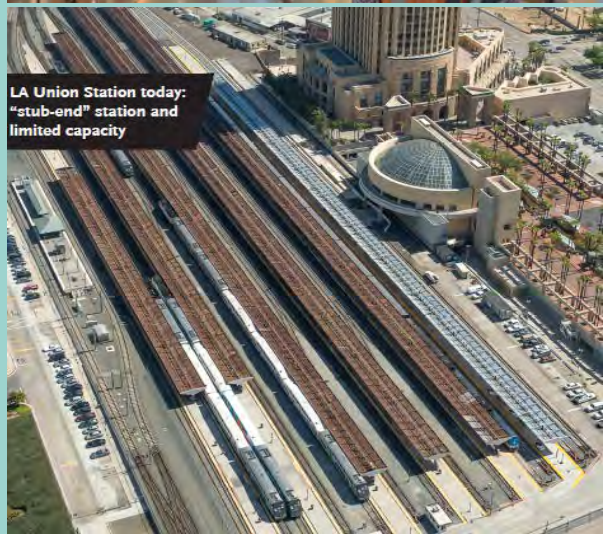
Metro

Project Need:
Why Do We Need Link US?

Metro

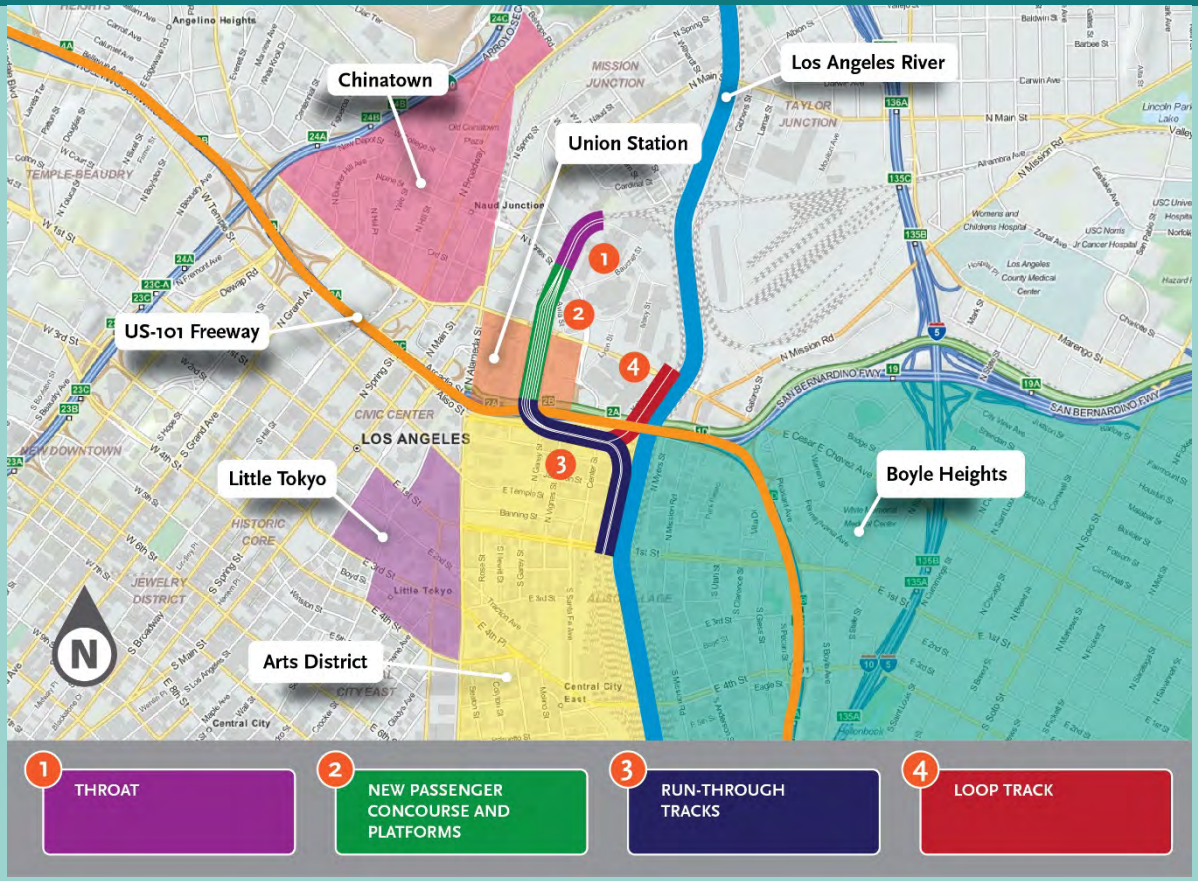
Project Need:
Why Do We Need Link US?

- LA Union Station (LAUS) is approaching operational capacity
- Ridership to grow from 110,000 to 200,000 passenger trips by 2040
- Current “stub-end” tracks limit efficiency and station capacity
- Critical transportation needs due to increase in forecasted ridership



Metro

Project Location: Where Is Link US?



Metro

Project History:
How Has Link US Evolved?

2006

LAUS Run-Through Tracks Project Final EIS

2011

Metro purchased LAUS

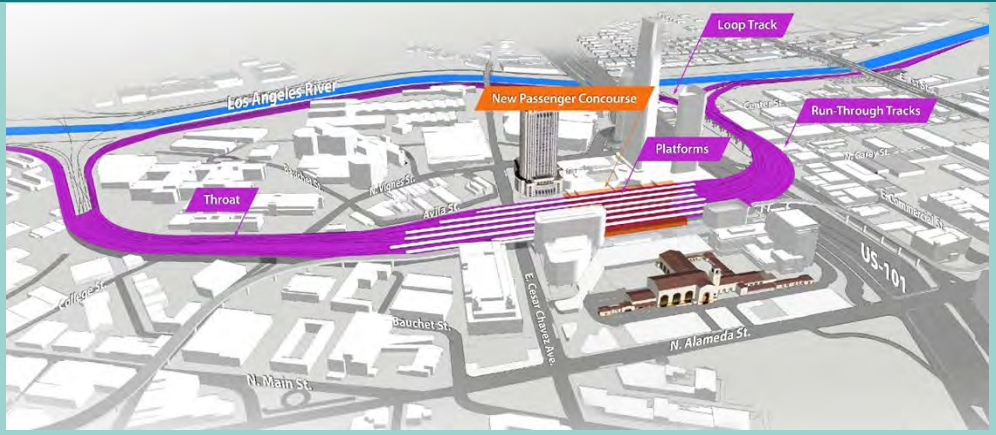
2014

Southern California Regional Interconnector Project (SCRIP) Re-initiated

2016

Link Union Station (Link US) Project Kick-Off

Project History:
How Has Link US Changed Since 2006?



- New passenger concourse as envisioned in the LAUS Master Plan
- Reconfiguration of the throat and elevation of the rail yard
- Accommodation of California High-Speed Rail
- New environmental process

Metro

Project Benefits:
What Will Link US Provide?

Metro

Project Benefits: What Will Link US Provide?

LOCAL CONNECTIVITY

BUS

SUBWAY / LIGHT RAIL

REGIONAL CONNECTIVITY

Ventura — Anaheim

One-Seat Rides

San Bernardino — Los Angeles

INTERSTATE CONNECTIVITY

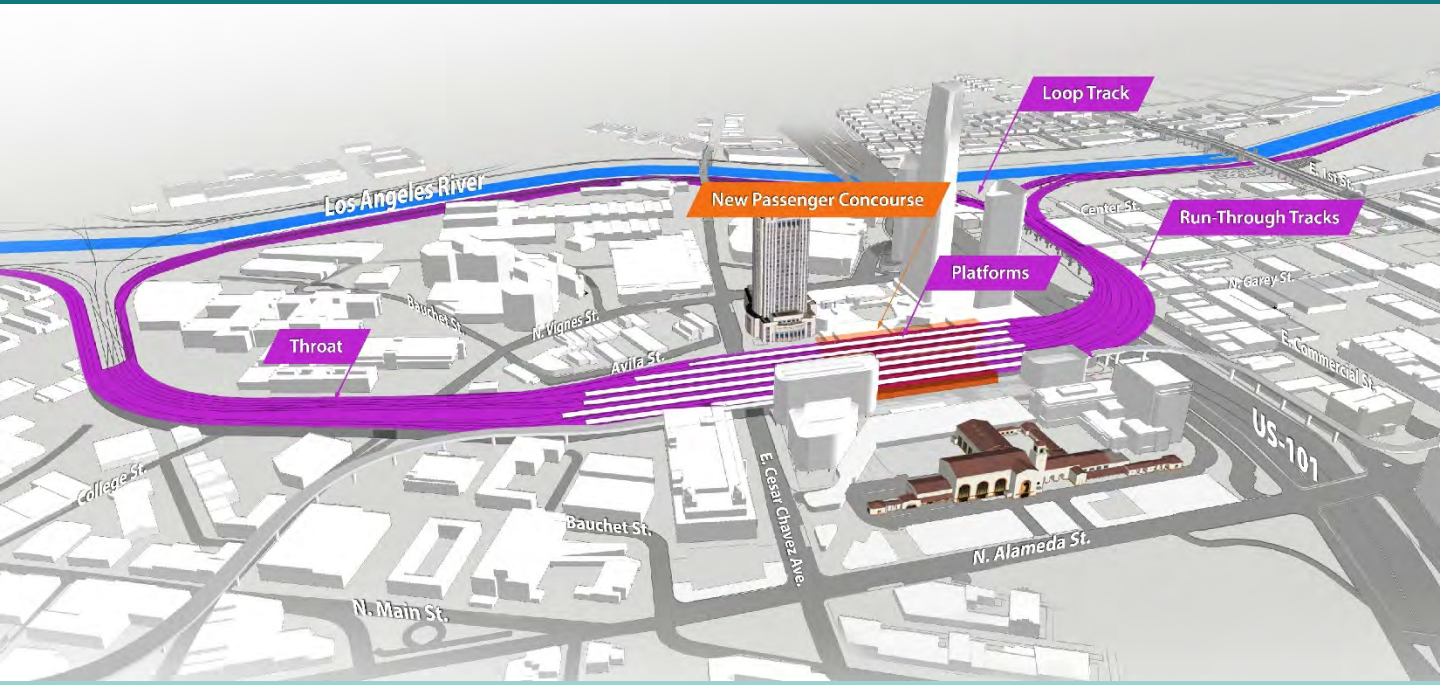
Metro

Project Benefits: What Will Link US Provide?

- Improve pedestrian access and platform functionality
- Enhance passenger experience with a new concourse and retail amenities
- Make LAUS a regional destination for visitors, tourists, and residents

Metro

Project Overview: What Is Link US?



Metro

Agency Coordination: Who Is Involved?

- California Environmental Quality Act (CEQA) Lead Agency:
  - Los Angeles County Metropolitan Transportation Authority (Metro)
- National Environmental Policy Act (NEPA) Lead Agency:
  - Federal Railroad Administration (FRA)
- Agency Partners (partial list):
  - Southern California Regional Rail Authority (SCRRA) – Metrolink
  - California Department of Transportation (Caltrans)
  - City of Los Angeles
  - California High-Speed Rail Authority (CHSRA)
  - Amtrak
  - Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN)

Project Process: What Will Be Studied?

Engineering Evaluation Process:

- Compliance with Design Criteria
- Track Design
- Railroad Communications and Signage Improvements
- Bridge Design
- Concourse Structural Design
- Drainage and Site Design
- Rail Operations
- Constructability
- Impacts during Construction
- Right-of-Way Impacts
- Traffic Impacts
- Environmental Impacts
- Construction Costs

Architecture Evaluation Process:

- Historic Preservation
- Neighborhood Character
- Constructability
- Station Platform Planning
- Architecture Design
- Bridge Aesthetics
- Landscape
- Urban Design
- Street Environment
- Accessibility
- Vehicle Access
- Security
- Life Safety Planning
- Structural Systems
- Mechanical Systems
- Electrical Systems
- Plumbing Systems

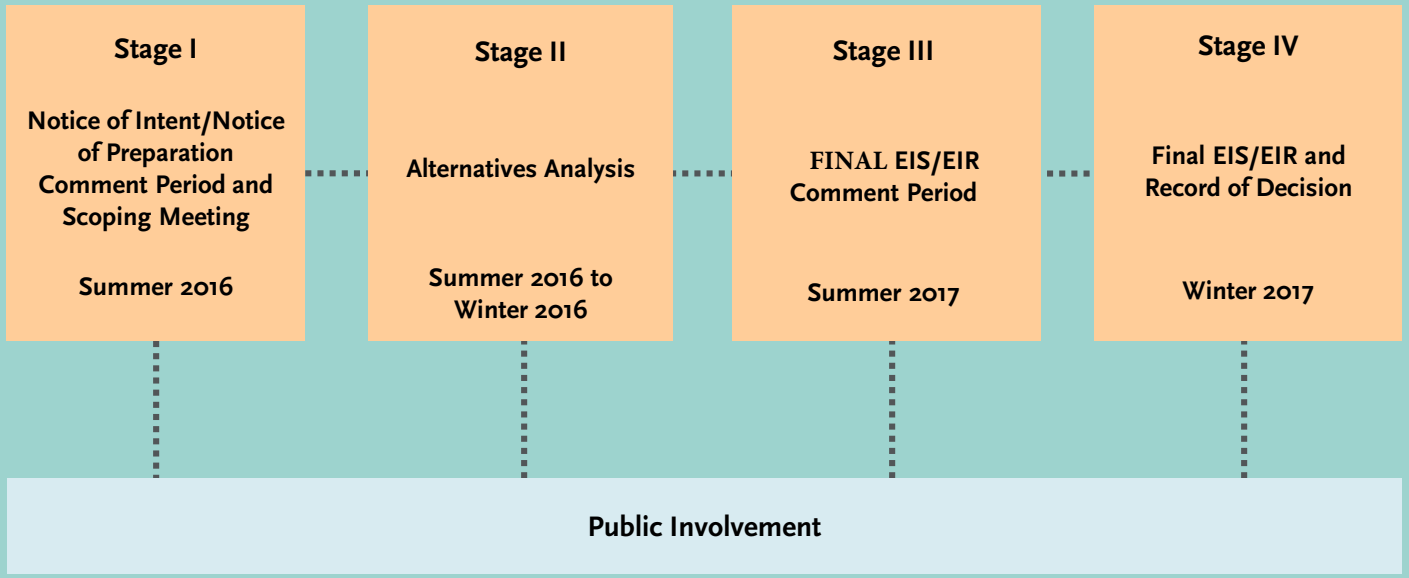
Metro

Project Process: What Will Be Studied?

The joint NEPA Environmental Impact Study (EIS)/CEQA Environmental Impact Report (EIR) will evaluate topics including:

- Aesthetics
- Air Quality and Greenhouse Gases
- Biological Resources
- Cultural and Paleontological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Parks and Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Cumulative Impacts
- Growth-Inducing Effects
- Community Character and Cohesion
- Acquisitions and Displacements
- System Safety and Security
- Socioeconomics
- Section 4(f)
- Section 106
- Executive Order (EO) 11988 (Floodplains)
- EO 13186 (Migratory Birds)
- EO 11593 (Cultural Environment)
- EO 13007 (Indian Sacred Sites)
- EO 13287 (Preserve America)

Project Timeline: What Is Next?



Metro

How To Submit Comments

CEQA NOP Public Comment Period: May 27, 2016 – June 27, 2016

Please submit NOP public comments via the following methods:

Email:	**Mr. Mark Dierking** **Community Relations Manager** **dierkingm@metro.net**
Mail:	**Link Union Station (Link US)** **Metro** **One Gateway Plaza, MS 99-13-1** **Los Angeles, CA 90012**
Online:	**metro.net/projects/regionalrail/commentquestion-form**

Metro

How To Submit Comments

NEPA NOI Public Comment Period: May 31, 2016 – June 30, 2016

Please submit NOI public comments via the following methods:

Email:	**Ms. Stephanie Perez** **Environmental Protection Specialist** **Office of Program Delivery** **stephanie.perez@dot.gov**
Mail:	**Link Union Station (Link US)** **Federal Railroad Administration** **1200 New Jersey Ave, SE (Mail Stop 20)** **Washington, DC 20590**
Telephone:	**202.493.0388**

Metro

Stay Involved

Link US Contact Information:

213.922.2524

LinkUnionStation@metro.net

metro.net/projects/link-us

facebook.com/regionalrail

Metro

Save the Date

metro.net/projects/regionalrail/scrip

Public meeting and open house regarding the Southern California Regional Interconnector Project (SCRIP)

Los Angeles residents and businesses, especially those in the Downtown LA area

Wednesday, December 10, 2014 from 6:00 pm - 8:00 pm

Metro Board Room, One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012

Metro

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We invite you to learn about the Southern California Regional Interconnector Project (SCRIP)

The Southern California Regional Interconnector Project (SCRIP) is moving forward after being on hold due to funding for almost a decade. SCRIP expands and reconfigures railroad tracks in LA Union Station, allowing trains to pass through the station. SCRIP offers many benefits to the local, regional and statewide transportation system including:

> Providing Metrolink and Amtrak with increased capacity and scheduling flexibility to meet increased ridership projections.
> Improving pedestrian access on the platforms at Union Station.
> Improving the rail transportation hub for local, regional and statewide rail travel.

Metro is re-engaging the community to provide information about the project, its alignment and how it impacts the community. Please save the date and make plans to join Metro and your neighbors at the SCRIP re-start public meeting.

ADA requirements

All Metro meetings are held in ADA accessible facilities. Other ADA accommodations and translations available by calling 323.486.3876 or California Relay Service at 711 at least 72 hours in advance.

323.466.3876

Español	日本語	Հայերէն
한국어	русский	ሀገሬ
中文	ภาษาไทย	Tiếng Việt

MEETING TIMES AND LOCATION

Wednesday, December 10, 2014
from 6:00 pm - 8:00 pm
Metro Board Room
One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012

CONTACT US:

213-922-3476
regionalrail@metro.net
metro.net/regionalrail
facebook.com/regionalrail

Metro®

One Gateway Plaza
99-13-1
Los Angeles, CA 90012

Attachment I

Link US Section 106 Kick Off Meeting with SHPO (November 1, 2016): Meeting Minutes

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Meeting Minutes

Project:	**Link US**
Subject:	Section 106 (SHPO) – Kick-Off Meeting
Date:	Tuesday, November 01, 2016
Location:	OHR Office and Conference Call

Attendees:

Natalie Lindquist – OHP
Kathleen Forrest – OHP
Lucinda Woodward – OHP
Anmarie Medin – OHP
Alicia Perez – OHP
Patrick O'Neill – HDR
Nina Delu – HDR
Rick Starzak – ICF

Stephanie Perez – FRA (phone)
Laura Shick – FRA (phone)
Vincent Chio – Metro (phone)
Jeanet Owens – Metro (phone)
Ken Pratt – Metro (phone)
Tom Kim – HDR (phone)
Mo Mah – HDR (phone)

The intent of this meeting was to provide background information on the Link Union Station (Link US) Project, to give updates on project schedule and Section 106 consultation, and to present information regarding identified cultural resources in the APE.

1. **Introductions:** Meeting participants introduced themselves and their roles as it relates to the project.
    - Natalie Lindquist is identified as the OHP Project Review Lead on FRA projects (2nd Reviewer on HSR).
    - Stephanie Perez noted that FRA is serving as the lead federal agency due to the potential for FRA to provide funding in the future. She noted the project is not currently receiving FRA funding for design or construction.
    - Metro is CEQA lead.
2. **The Link Union Station Project**

    - Project History – How Link US has evolved since the 2006 LAUS Run-Through Tracks (Run-Through Tracks Project, SCRIP; Link US). Metro purchased LAUS in 2011 and has a strong commitment to historic preservation. The potential accommodation of high-speed rail (HSR) and the need for an expanded passenger concourse were noted as primary difference between the 2006 and the current projects.

    - Project Need/Benefits – LAUS is currently approaching operational capacity, with ridership expecting to double by 2040 – critical transportation need in Southern California. Stub-end tracks limit efficiency and capacity. Link US benefits include improved connectivity, improving pedestrian access and platform functionality, reduced idling times (i.e., improved local air quality and facilitation of regional greenhouse gas reductions), and making LAUS a regional destination.

    - Project Features – Throat, platforms, run-through tracks, loop tracks, and new passenger concourse.

- Alternatives – Link US Alternatives Analysis in progress. Four alternatives are "floating" to the top. Discussed three of the alternatives and their relationship to HSR. In order to provide a reasonable range of alternatives and in the event that HSR does not utilize LAUS as a station location, one of the alternatives does not accommodate HSR.

- Urban Context – Existing condition photos used to help orient meeting attendees who have not recent visited LAUS and the surrounding area to the project area.

3. Project Schedule & Section 106 Updates

- Project Schedule – Targeting Draft EIS/EIR for spring 2017 with Final EIS/EIR & ROD by Winter 2017. Cultural/historic resource identification work is completed.

- Section 106 Process Update – FRA letter to SHPO on August 9, 2016. Consulting party letters sent (Tribes/Consulting/Interested Parties letters sent on August 24, 2016). Historic Properties have been identified (13 total), 2 CEQA Historical Resources. Modified Caltrans format HPSR/HRER/ASR and APE map set drafts have been reviewed by Metro, Caltrans, HSR, and in review with FRA. Draft FOE is currently under preparation—using Maximum limits of construction footprint until Alternatives are ready. Anticipate Adverse Effect and an MOA.

- Consultation –

    i. **Tribal consultation** (letters sent in August, phone calls and email follow ups made). Three Tribes have responded:

        1) Soboba Band of Luiseno Indians (outside of traditional territory but expressed concern with a local cemetery)

        2) Gabrieleno Band of Mission Indians – Kizh Nation (discussed the Village of *Yaanga* in the letter and would like to monitor construction).

        3) Tongva Ancestral Territorial Nation (no concerns yet voiced)

    FRA Tribal Information Meeting on September 19, 2016 at LA Metro Headquarters. No invitees attended. Private meetings to be set in the immediate future with Tribes to discuss the project and resources.

    ii. Consulting/Interested Parties (40 letters sent to the list provided in FRA Letter) – Responses received to date:

        1. City of LA Planning Department and OHR

        2. Housing Authority of the City of LA (Administers William Mead Homes)

        3. LA Conservancy

        4. AIA Los Angeles (Architectural Organization)

        5. Train Riders Association of California

FRA held information meeting on October 12, 2016 of which HACLA, LA Conservancy and AIA attended.

OHP asked whether any of the Chinese Historical Societies had been contacted. HDR confirmed that they had been contacted and invited to consult by FRA, but that no responses had been received - however, comments were received by an individual (Eugene Moy) attending the June 2, 2016 scoping meeting whom is on the board of the Chinese American Museum, Chinese American Citizens Alliance, and Chinese Historical Society. Mr. Moy provided information regarding the Macy Street School as an important resource to the Chinese-American community, and it was included in the HRER.

OHP also noted that the Link US Project should make sure that they have reached out to the California Preservation Foundation (CPF). HDR team to check on whether or not CPF has been contacted.

4. Identified Cultural Resources

- Area of Potential Effects – HDR identified that the APE has changed since the APE was sent to SHPO in August. OHP mentioned that if the APE will be refined in the near future that SHPO will wait to review the APE for adequacy. SHPO to hold off on response to FRA initiation letter.

- Archaeology – Nina presented information on Site CA-LAN-1575/H, including the categorization of the site as "Multi-Component" representing the various occupations of the site from historic Chinatown to Prehistory. The current site boundary is based on the parcel with detailed information from neighboring projects where site has been discovered. HDR's archaeological consultant (RS&P – Tom Jackson as PI) is putting together a 3D model to synthesize information regarding the site.

- OHP Questions/Comments:

    i. Q. Are you using Sanborn maps, historic birds-eye & photos to refine your 3D model? You can georeference and often get these data to line up to within a foot.

        1. A. No, at this point only archaeological provenance data has been used. HDR to add "as-built" information for Red Line to help identify large area of disturbance. The suggestions provided by OHP will be added to the model.

    ii. Q. If site is discovered outside of the mapped area, would the site boundary be extended?

        1. A. HDR noted that the site boundary should be updated and extended as long as the same deposit is encountered.

    iii. Comments from Anmarie/Alicia regarding the request for DOE on the site:

1. It is clear that the site has the potential to yield important data (Criterion D). However the integrity argument presented was not very strong. Suggest that a more robust analysis is made for each of the various occupations rather than as a site as a whole (i.e. Criterion A considered under each context--Chinatown, Mexican/Spanish, Ethnohistoric, Prehistoric).

2. Consultation with Tribes needs to be conducted soon in order to hear what Tribal concerns are regarding the project—essential to the FOE. Consultation to help identify opportunities for mitigation.

iv. OHP noted that the Link US project would be a prime opportunity to use a mitigation measure such as a phone app that educates the community by creatively showing the historic features of LAUS.

v. OHP recommended talking with Janet Hansen regarding mitigation – HDR noted that we had already been talking with LA OHR, and that they will be setting up meetings to discuss resources and mitigation. Also, it was mentioned that Sarah Allred (HSR) was exploring more of a regional approach to mitigation, and she might be a good person to talk to. HDR will follow-up with Sarah.

- Built Environment – Rick discussed the eligibility status of all of the built environment resources. He also gave a history on the changes that have occurred through time at LAUS.

- Potential Findings of Effect – Rick presented the preliminary FOE on the various resources using the max limits of construction line that is currently available.

i. Lucinda asked about the nature of the impacts at the William Mead Homes property. HDR responded that widening of the tracks and adding a retaining wall would require a sliver take at the back of the property that would impact Bolero Lane (22 parking spots), with impacts to a modern handball court, some concrete associated with a laundry drying facility, and an approximate 11 ft. sliver of the baseball field. In order to return parking and handball court to the facility, there would be further impacts to the property. An indirect effect is also anticipated as a result of adding a sound wall. HDR commented that a focused meeting with the Housing Authority of the City of Los Angeles will be conducted to discuss the potential impact in detail.

5. Preliminary Design Concepts

- Design Constraints – HDR's Lead Architect presented on the various design constraint/challenges present from the original Run-Through Tracks to the Link US project. The Link US project will update Fire/Life Safety standards at the railyard and concourse area focusing on ingress/egress, avoiding impacts to the Red/Purple Line station. In addition the Link US project will include additionalrun through tracks and longer platforms to accommodate HSR.

- Concourse Concept – Presented the preliminary concepts for the passenger concourse and discussed how vertical circulation (per code requirements) plays a

large part in the planning, design, and implementation of the concourse. Preliminary renderings were shown and discussed with OHP.

- Preliminary Canopy Design – Reviewed purpose of new canopies, and how the extent of the canopy area will change by necessity with the new project. Given the width and length of the proposed platforms, an updated design is likely warranted. Some preliminary renderings of new canopies were shown.

- Structures – At both Cesar Chavez and Vignes Street the undercrossings the Link US project will have an adverse effect because the rail yard height will increase by 15 feet. The structural engineering and architectural teams are exploring feasibility of several options, including preservation in place, rebuilding with consideration to historic character, and replacing with contemporary structures.

6. Next Steps

- Submit Draft HPSR/ASR/HRER & Revised APE Map set to SHPO for review, followed by Draft FOE.

- Focus meetings needed between FRA and Consulting Parties to discuss resource specific issues and resolution of adverse effects.

- Focus meetings on various resources with SHPO to discuss resource specific issues and resolution of adverse effects – including a meeting in the near future with Archaeology staff to discuss approach to evaluation of CA-LAN-1575.

- FRA to contact ACHP

- FRA/HDR to prepare Draft MOA

7. Questions/Comments/Action Items:

- OHP: Has there been any verbal opposition to the project? HDR: The outreach on the project has been robust with over 37 meetings held in the community thus far. Also, a meeting with consulting parties LA Conservancy, TRAC, and AIA was held. Meetings with Council District 1 to discuss project, and William Mead Homes. To date, there has been no opposition to the project voiced.

Meeting Action Item Summary

No.	Action Item	Responsibility	Due Date
1	HDR team to check on whether or not CPF has been contacted to consult by FRA.	HDR	Completed 11/2/16. HDR checked mailing list for Section 106 consultation letters, and has mailed CPF an invitation to consult with certified receipt.
2	Add Sanborn Maps, Historic Aerials/Photos, Birds Eye – georeference and add to 3D model	HDR	
3	Set Focus Meeting Call with OHP to discuss Archaeological DOE for CA-LAN-1575 and other archaeological concerns.	HDR	11/7/2016

Attachment J - CONFIDENTIAL

National Register of Historic Places Evaluation of CA-LAN-1575/H

REDACTED FROM PUBLIC REVIEW VERSION

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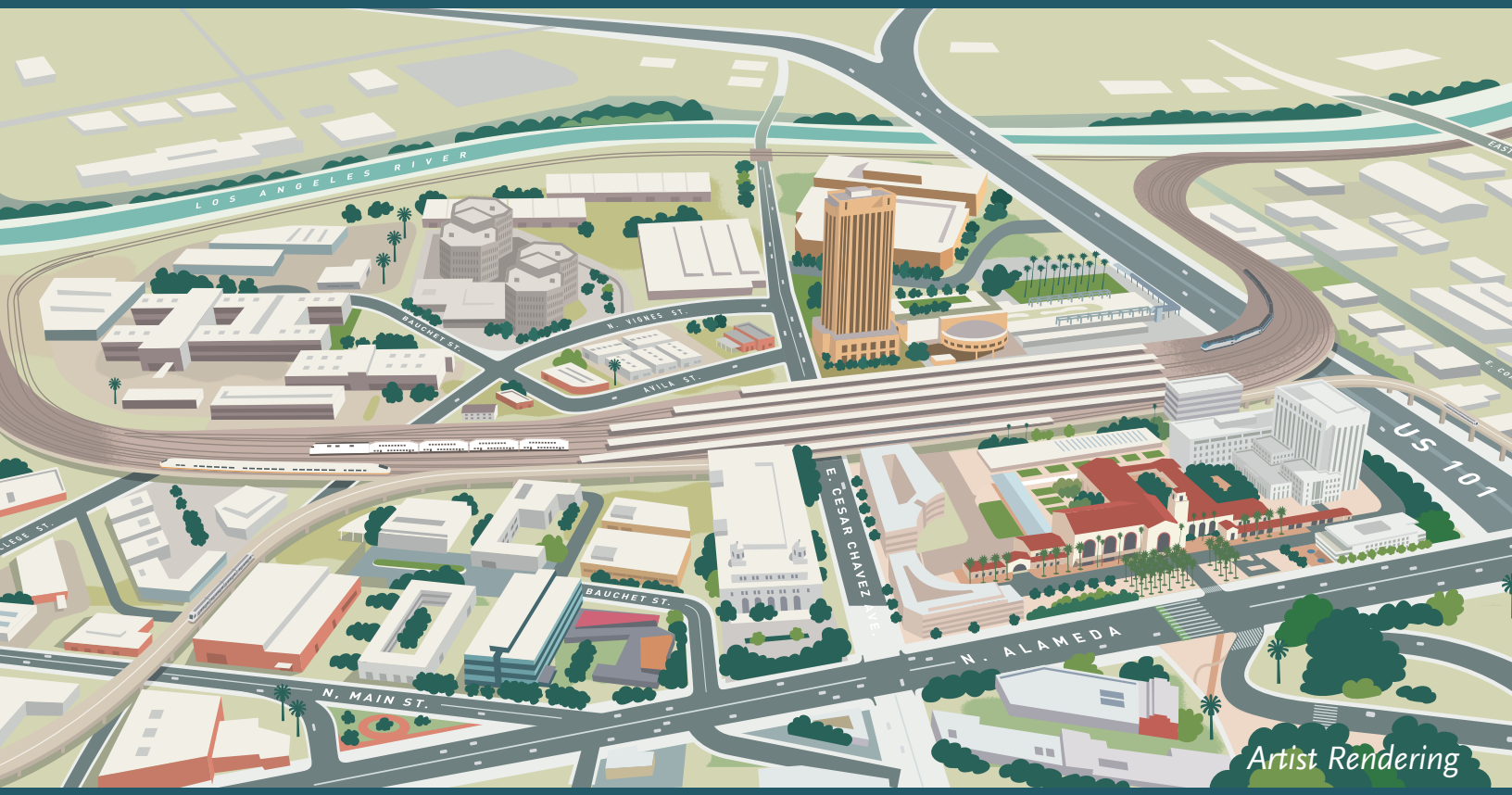
Link Union Station

Supplemental Cultural Resource Report

December 2020



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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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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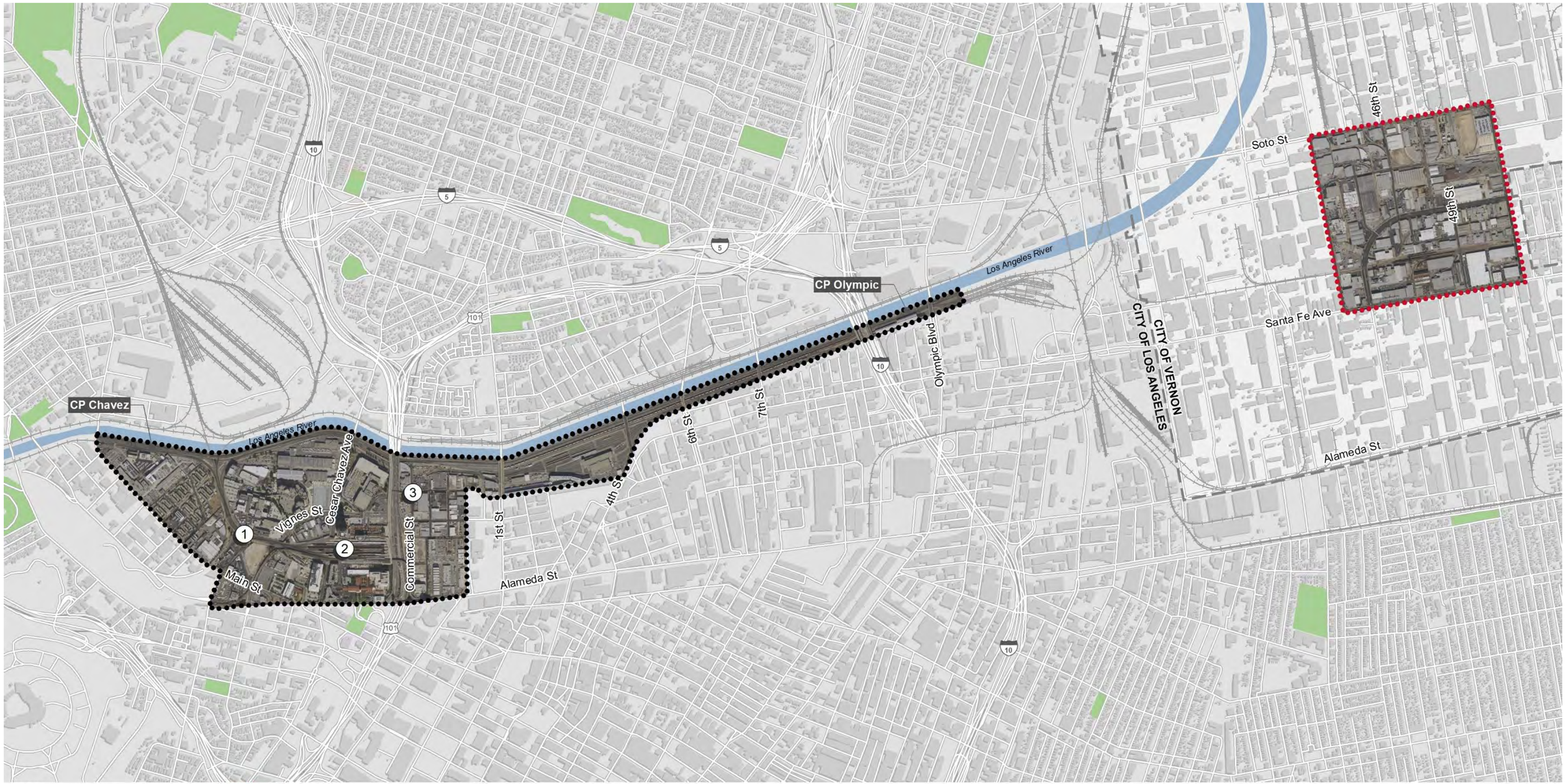
Figure 1-2. Project Study Area



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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

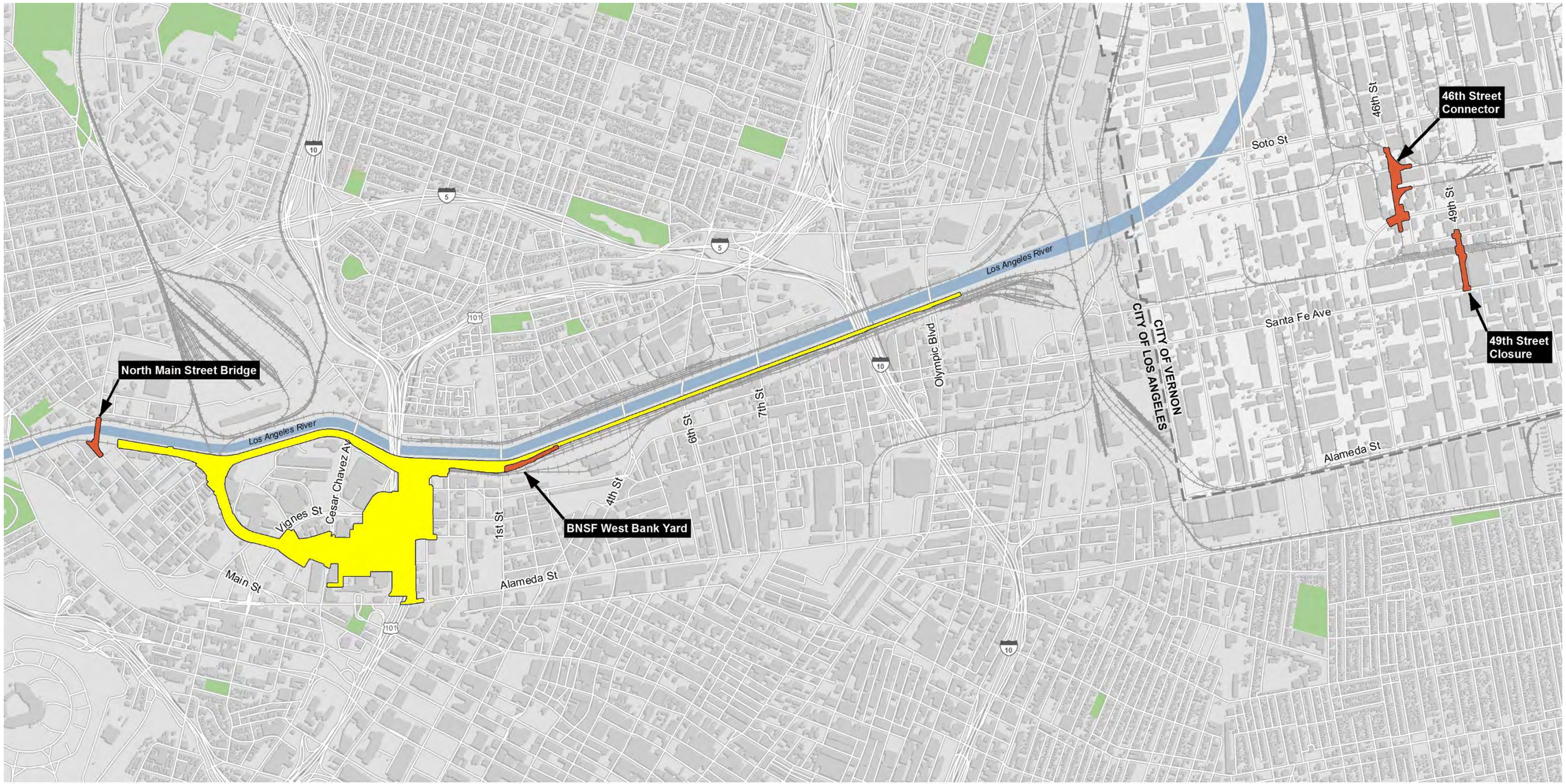

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Figure 1-4. North Main Street Bridge Project Footprint and Infrastructure Improvements

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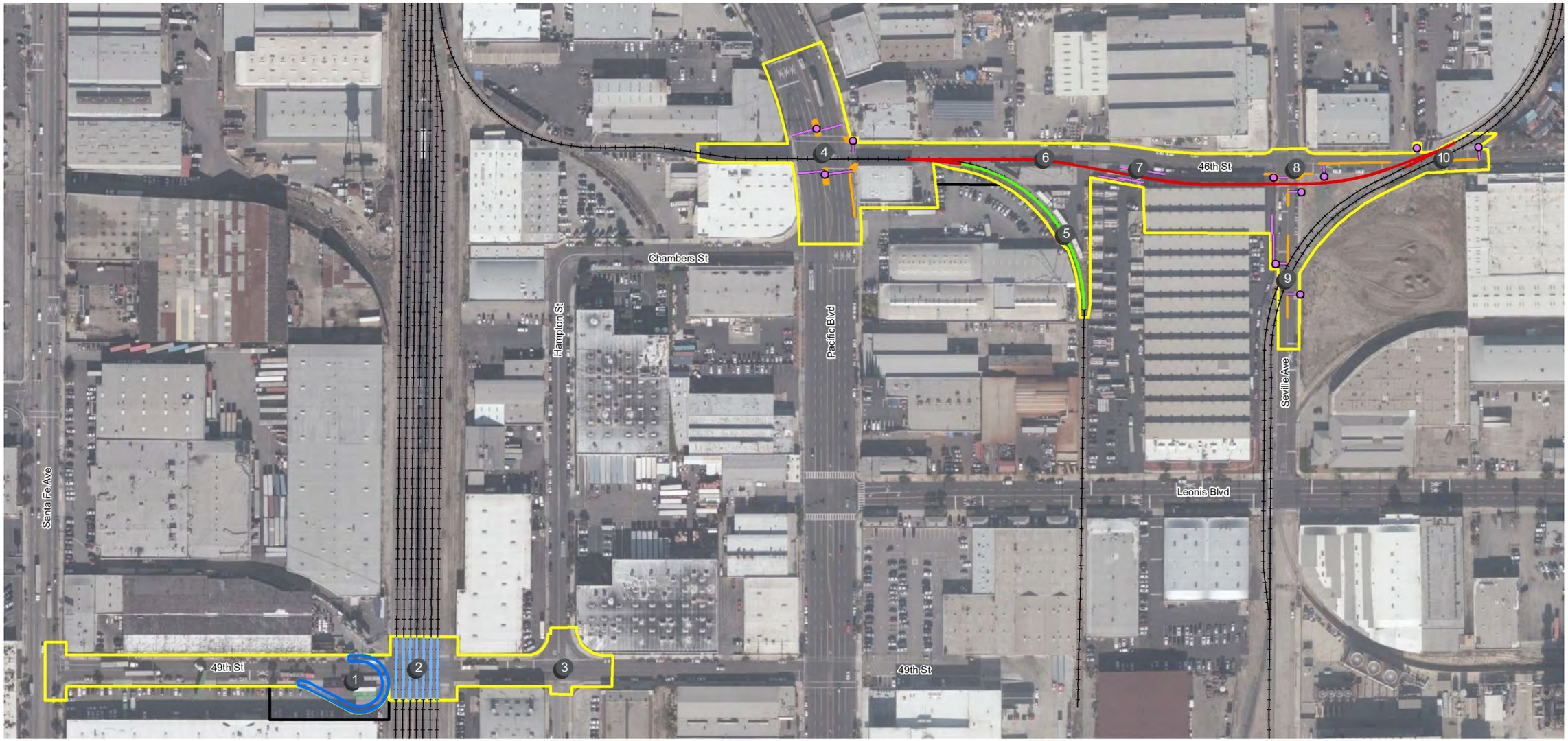
Figure 1-6. BNSF Malabar Yard Project Footprint and Off-site Improvements



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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Appendix A:
Supplemental Area of Potential Effects Map

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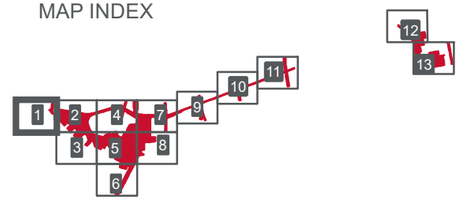
MAP INDEX



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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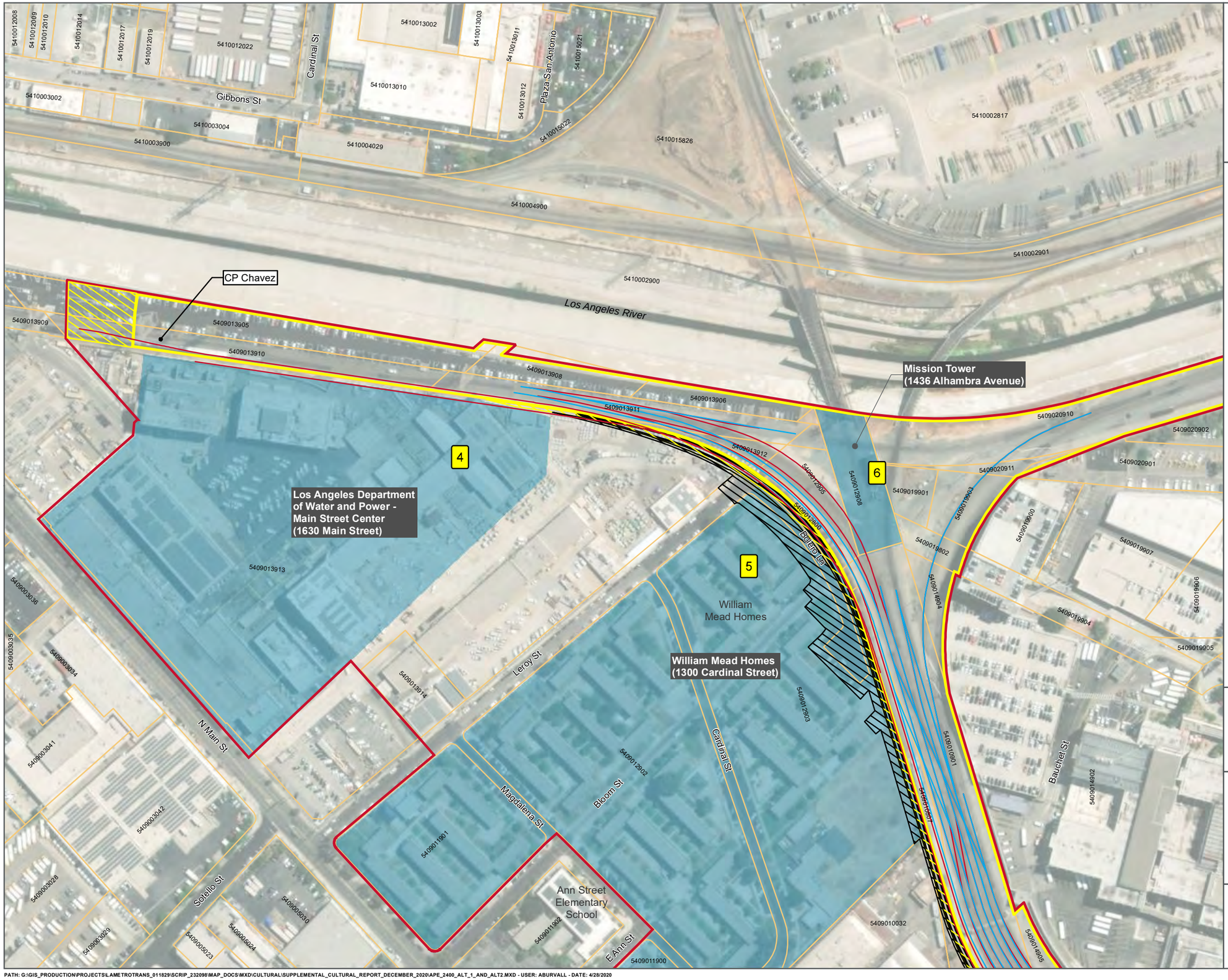

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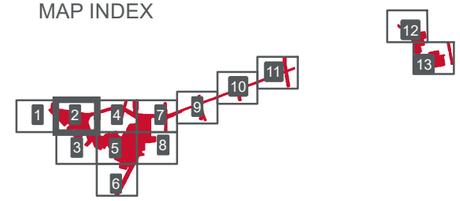

LEGEND

- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc. (Build Alternative 1)
- Additional Area of Physical Impacts (Build Alternative 2)
- 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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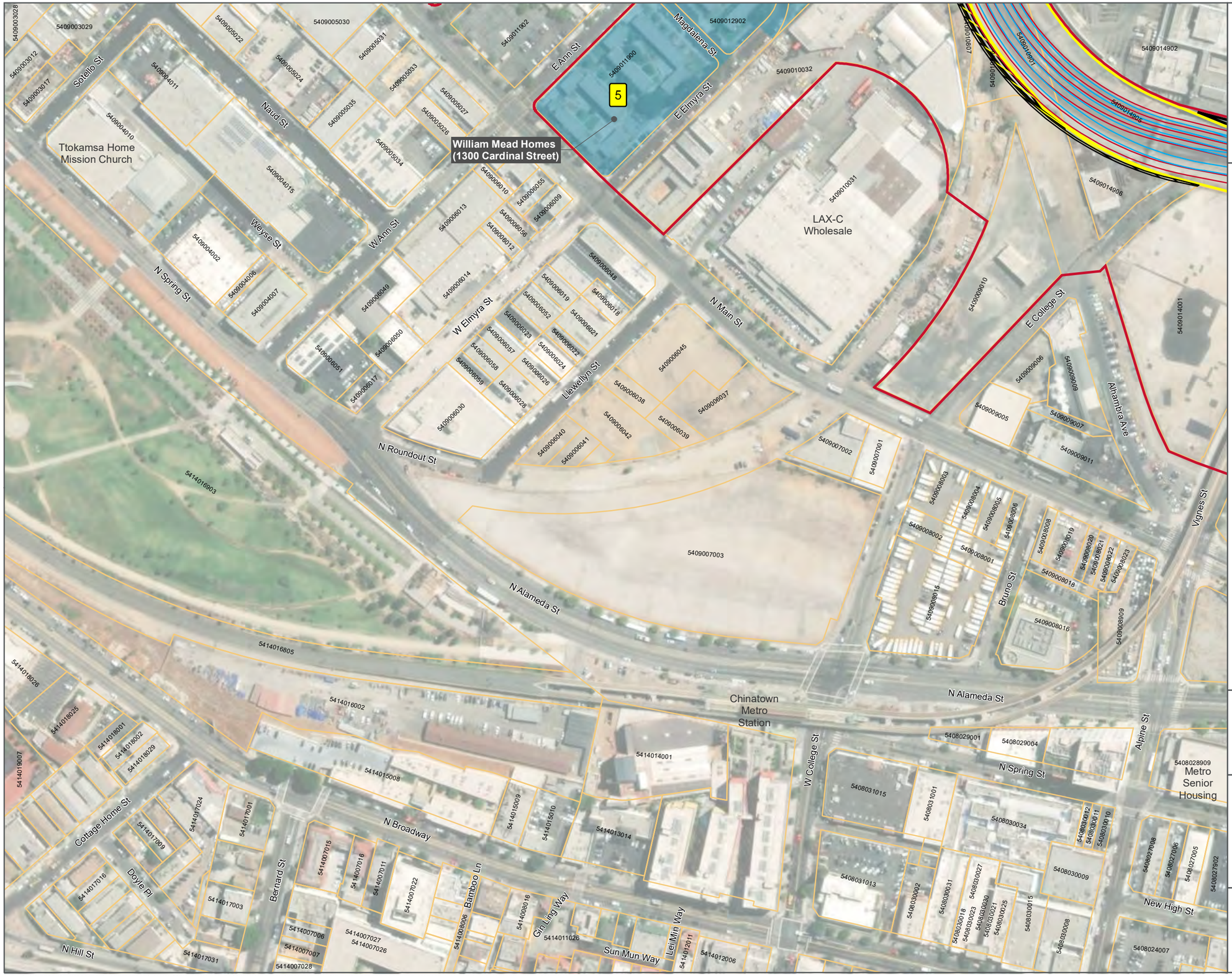

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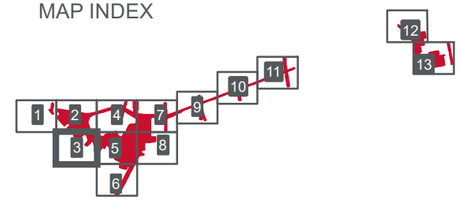

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- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
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- Area of Physical Impacts (Build Alternative 1)
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc. (Build Alternative 1)
- Additional Area of Physical Impacts (Build Alternative 2)
- Additional Temporary Impacts (Build Alternative 2)
- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 5 William Mead Homes (1300 Cardinal Street)

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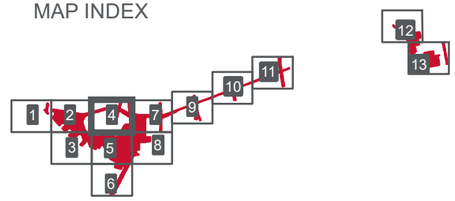

LEGEND

- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc. (Build Alternative 1)
- 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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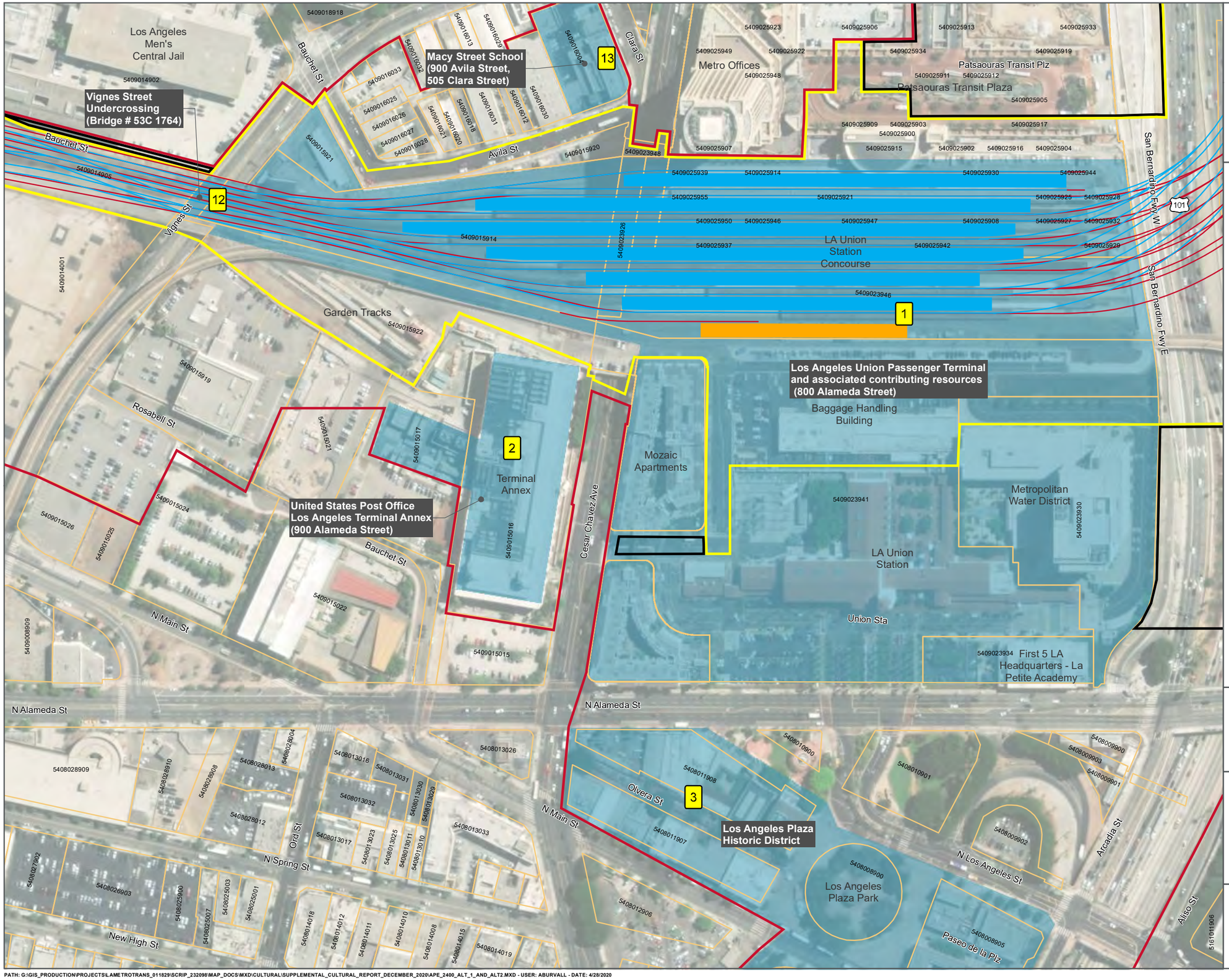

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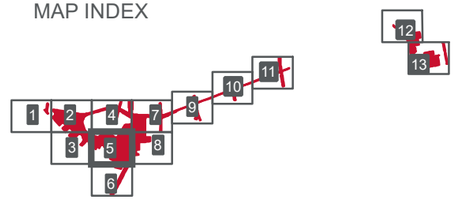

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- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc. (Build Alternative 1)
- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 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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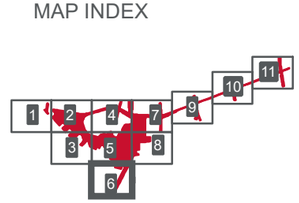

LEGEND

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

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CALIFORNIA High-Speed Rail Authority

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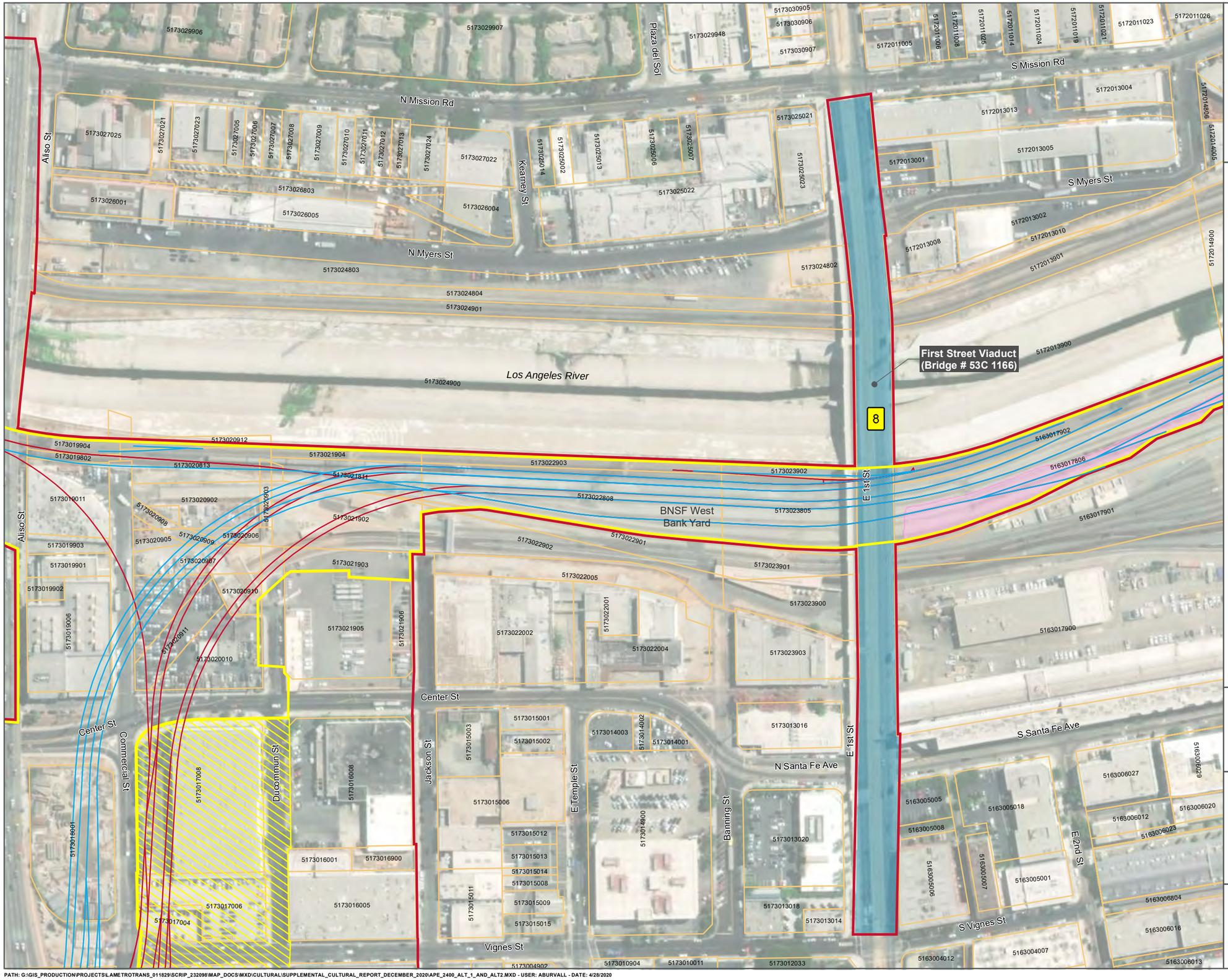

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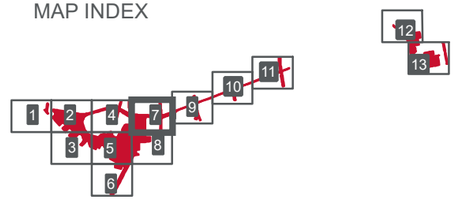

LEGEND

- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Additional Area of Physical Impacts (Build Alternative 2)
- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)
- 8 First Street Viaduct (Bridge # 53C 1166)

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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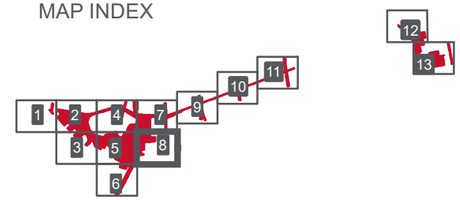

LEGEND

- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Area of Physical Impacts (Build Alternative 1)
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc. (Build Alternative 1)
- Additional Area of Physical Impacts (Build Alternative 2)
- Proposed Track (Build Alternative 1)
- Additional Track (Build Alternative 2)

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

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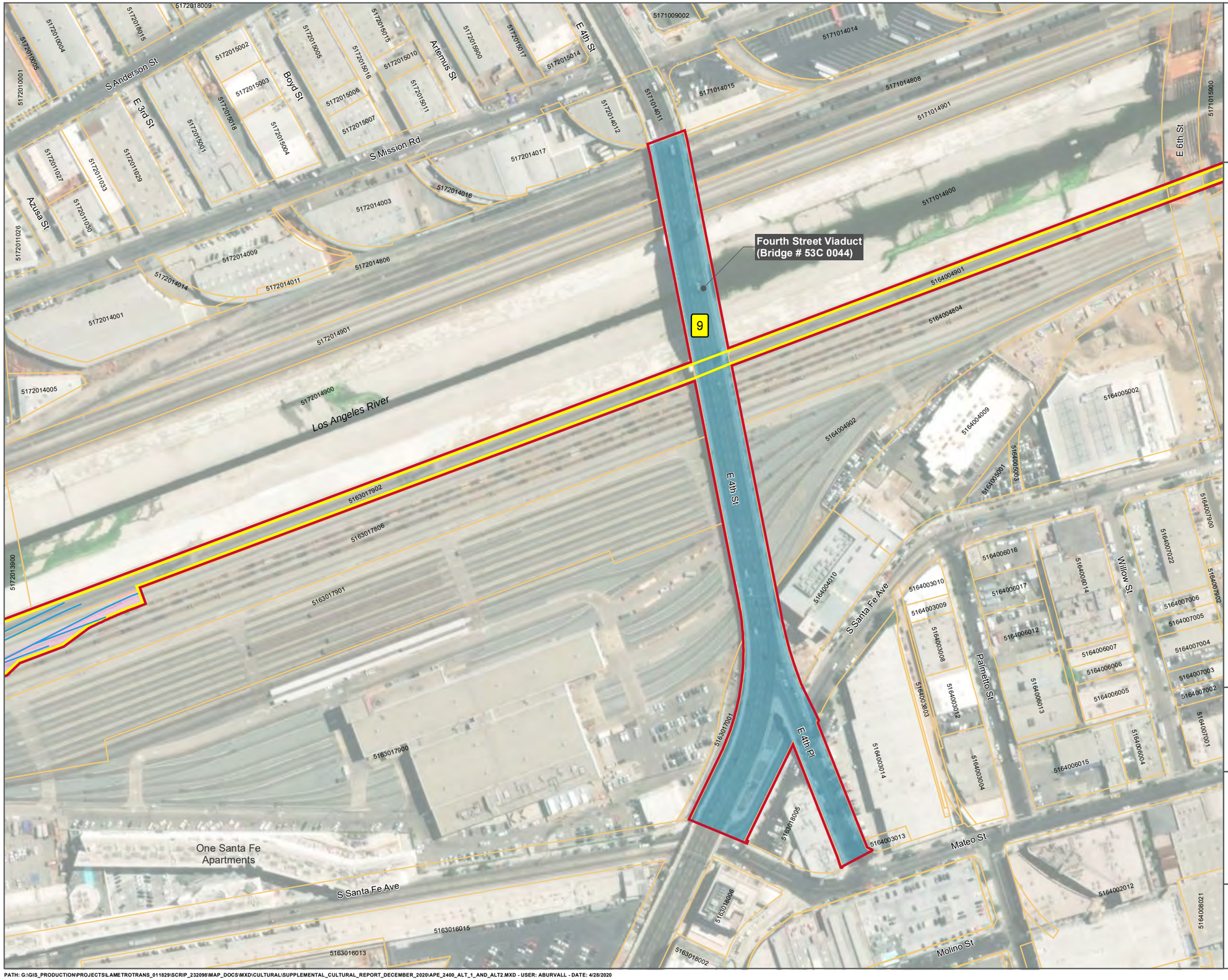

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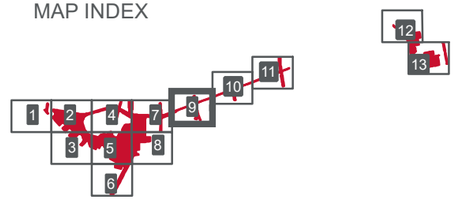

LEGEND

- 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)
- Additional Track (Build Alternative 2)
- 9 Fourth Street Viaduct (Bridge # 53C 0044)

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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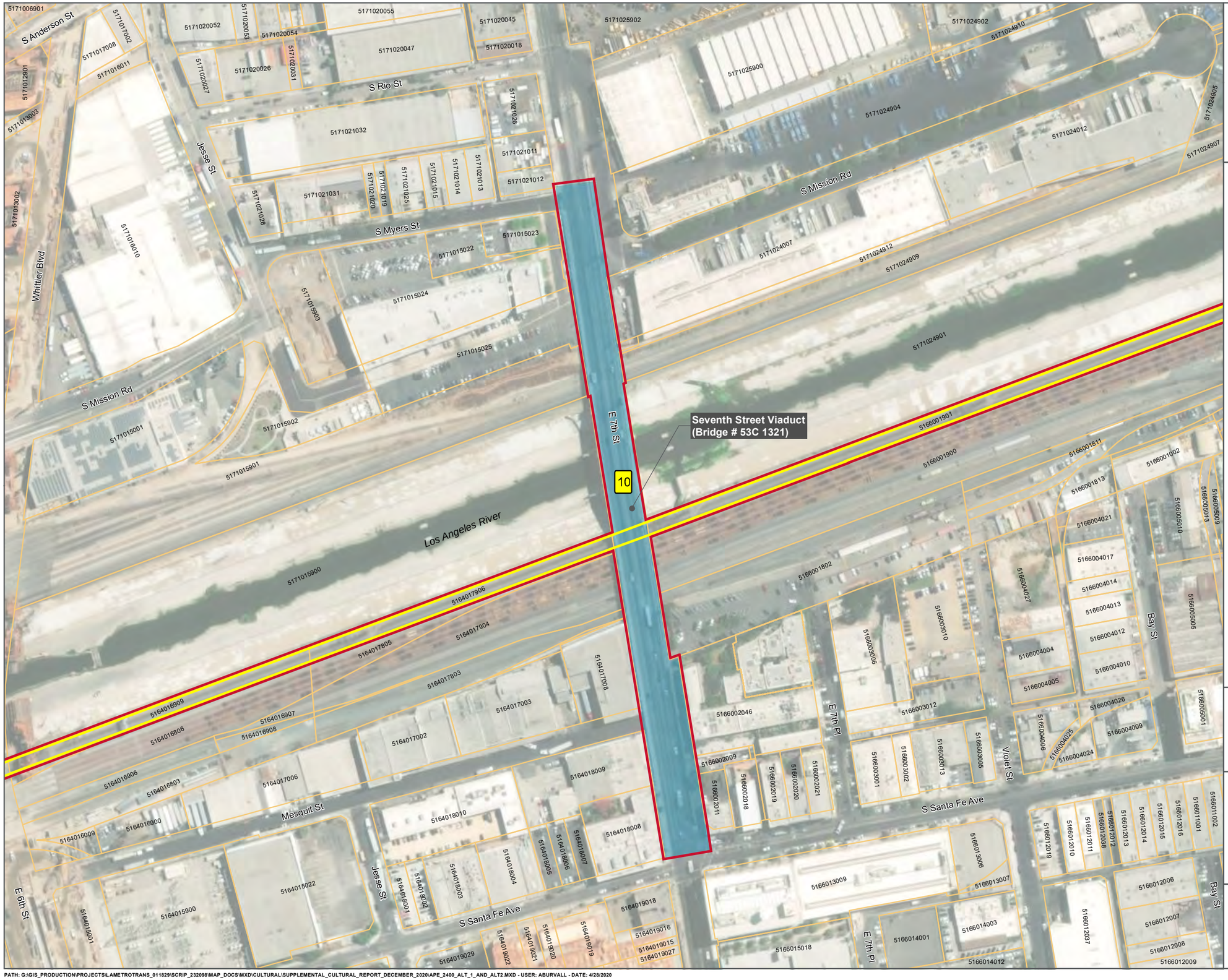

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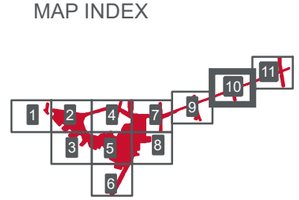

LEGEND

- 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)
- 10 Seventh Street Viaduct (Bridge # 53C 1321)

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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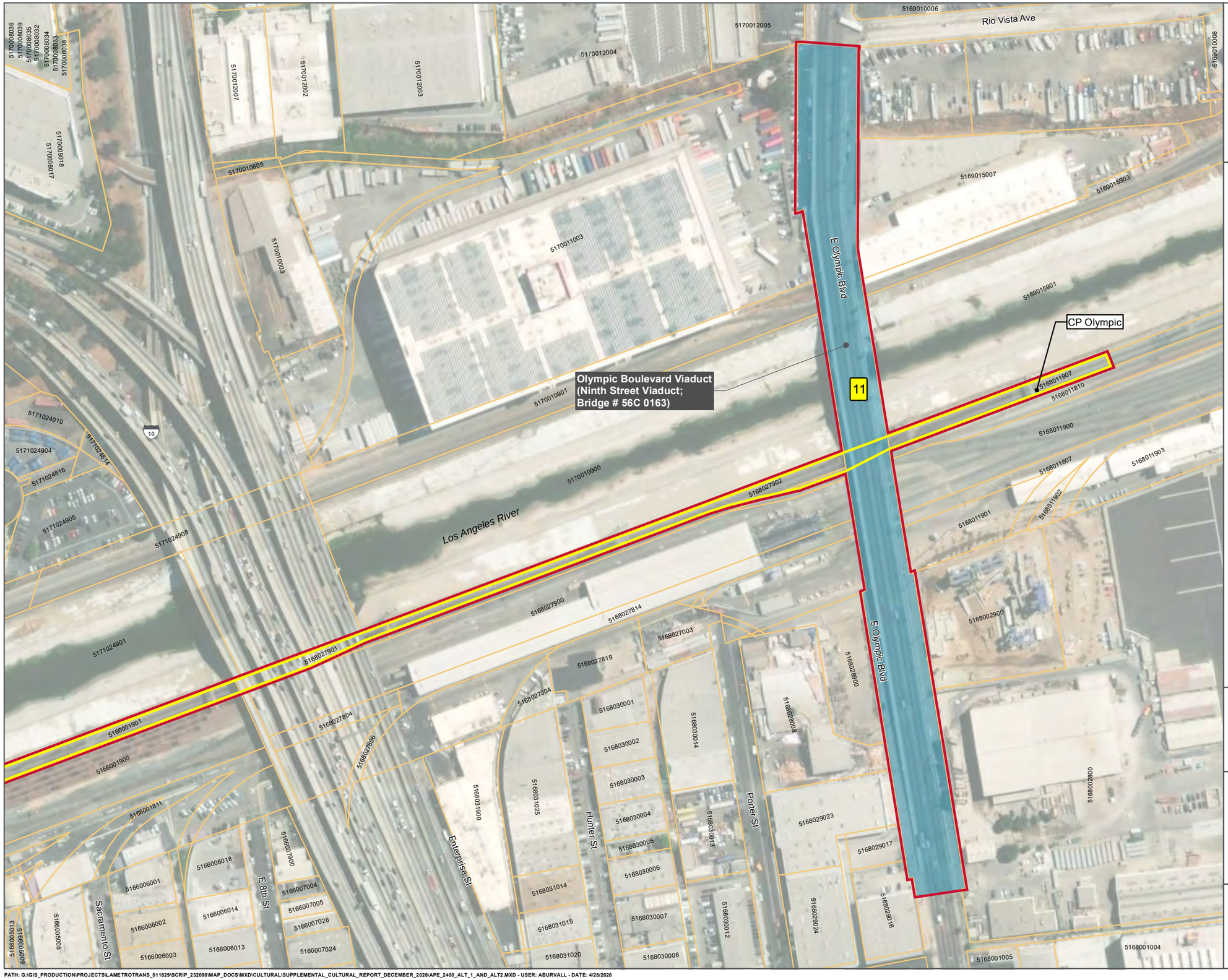

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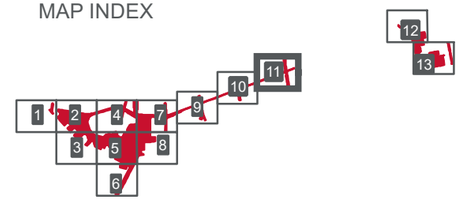

LEGEND

- 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)
- 11 Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge # 56C 0163)

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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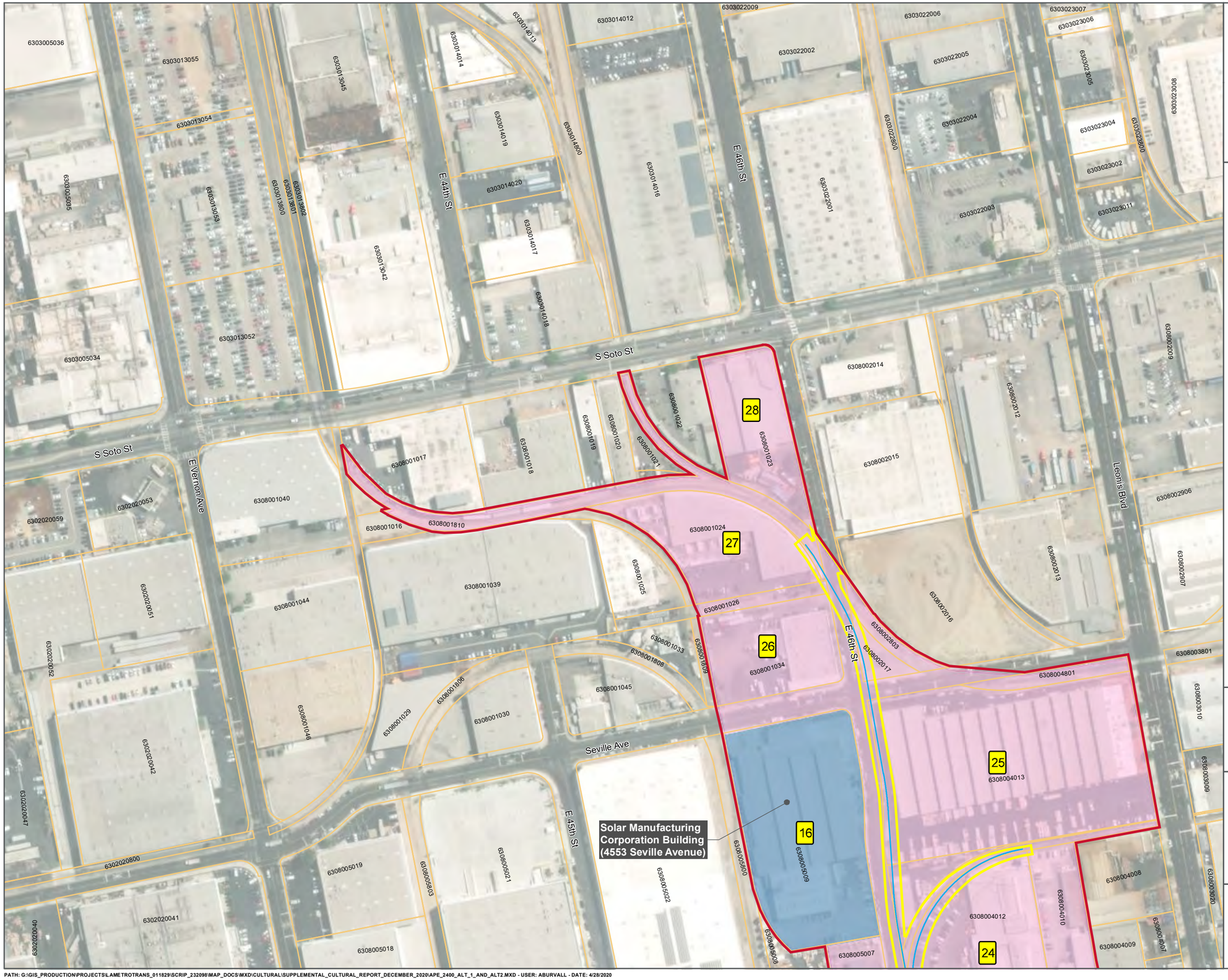

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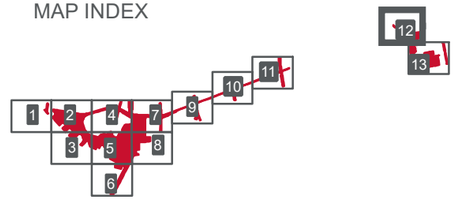

LEGEND

- 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)

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

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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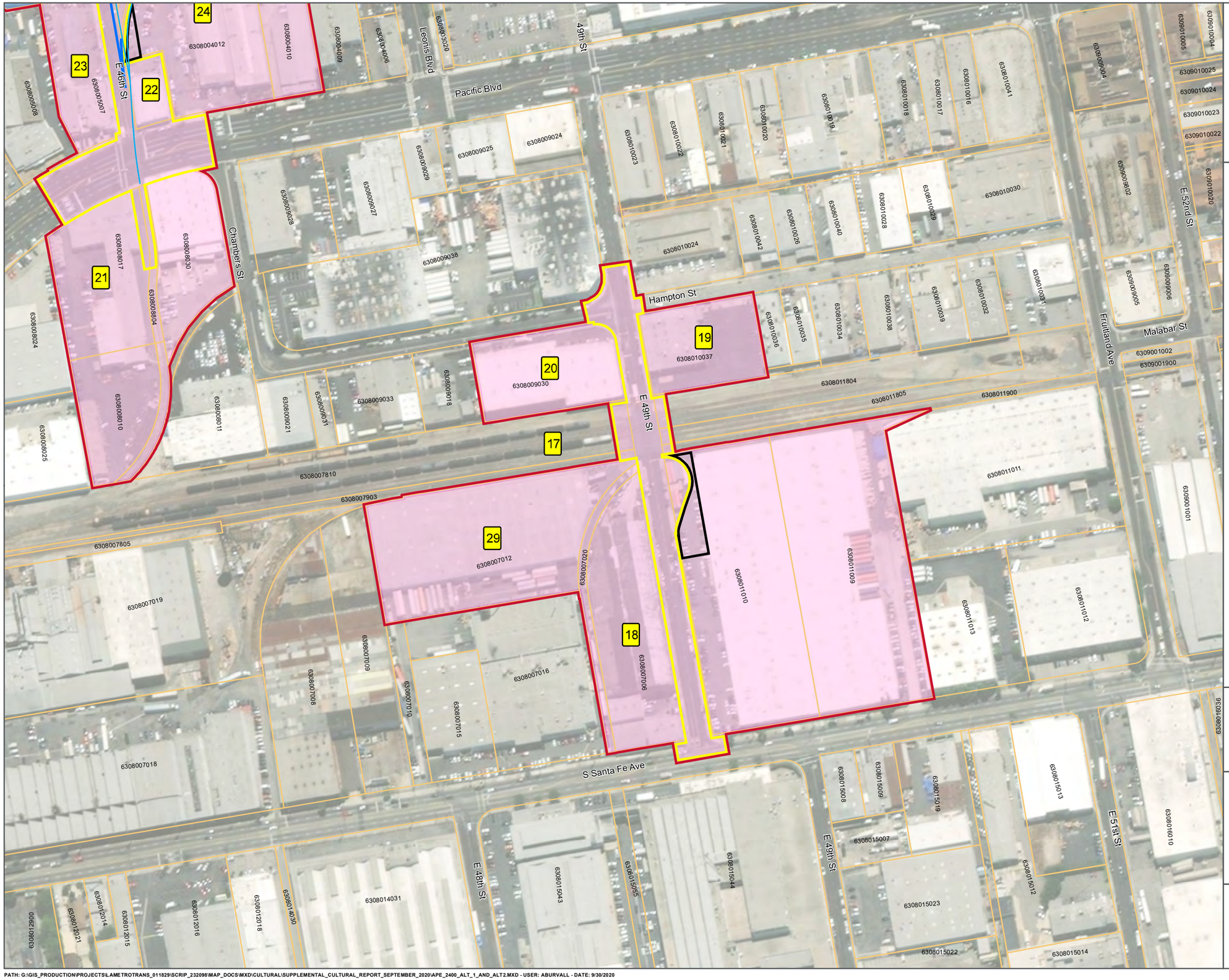

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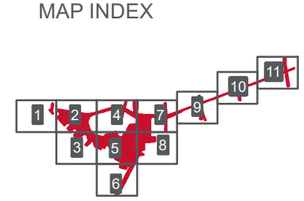

LEGEND

- Area of Potential Effects
- Supplemental Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2015)
- Permanent Impact
- Temporary Impact
- Area of Physical Impacts (Build Alternative 1)
- Temporary Impacts: Staging, Access Roads, Temporary Construction Easement, etc. (Build Alternative 1)
- 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

DRAFT AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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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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CALIFORNIA
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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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CHIEF EXECUTIVE OFFICER

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.

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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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CHIEF EXECUTIVE OFFICER

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.

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Sincerely,

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

cc: Dan McKell, Authority
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Nina Delu, HDR

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CHIEF EXECUTIVE OFFICER

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
Vincent Chio, Metro
Patrick O'Neill, HDR
Nina Delu, HDR

CALIFORNIA
High-Speed Rail Authority

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GAVIN NEWSOM
GOVERNOR

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
Patrick O'Neill, HDR
Nina Delu, HDR

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CHIEF EXECUTIVE OFFICER

GAVIN NEWSOM
GOVERNOR

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

GAVIN NEWSOM
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

CALIFORNIA
High-Speed Rail Authority

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Brian P. Kelly
CHIEF EXECUTIVE OFFICER

GAVIN NEWSOM
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

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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

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Irvine, California
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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

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

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Irvine, California
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nina.delu@hdrinc.com

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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

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

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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

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3230 El Camino Real, Suite 200
Irvine, California
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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

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3230 El Camino Real, Suite 200
Irvine, California
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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

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3230 El Camino Real, Suite 200
Irvine, California
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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

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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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*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

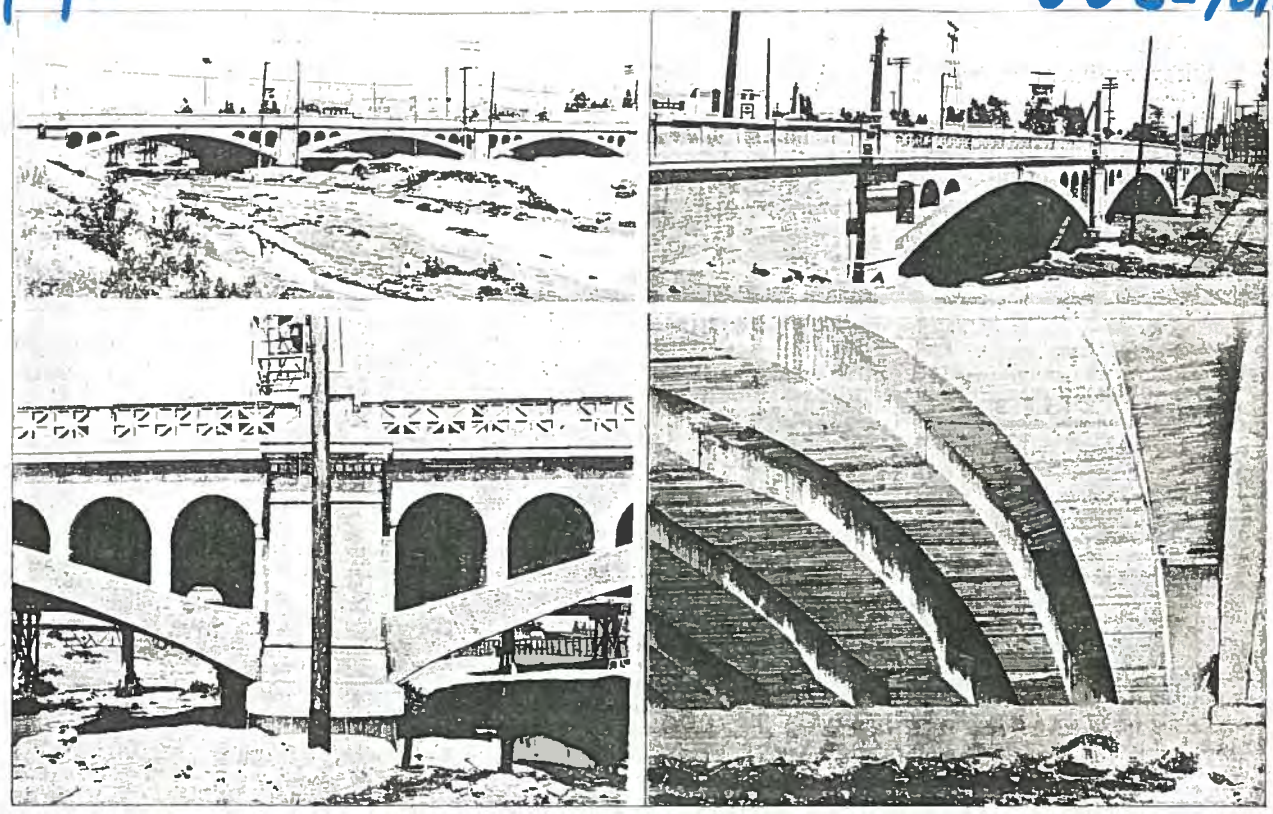
Discuss any known association with historical events, patterns, people, or distinctive technology Held in SCSB&C to be "the first reinforced hinged ribbed arch" in "the Southwest." Cited the first in California. It is unclear whether Parker originally called for a 3-hinge, or whether this innovation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

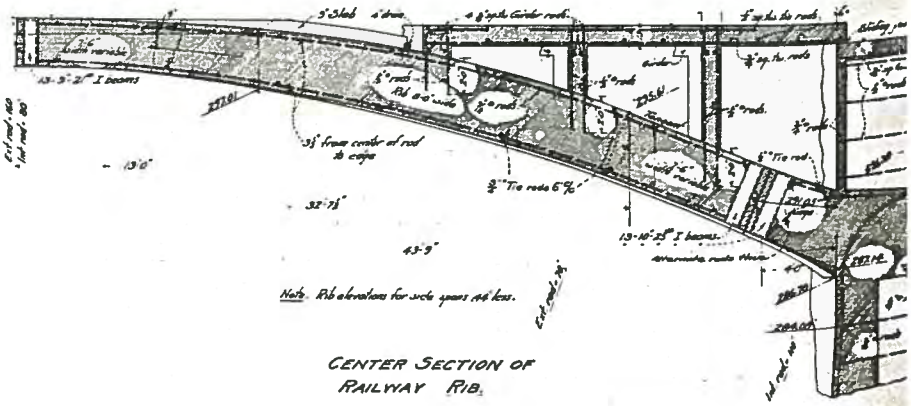
The arches have a span of 87.5 feet and rise of 11 feet. The hinges are located one at the crown and one at each end. They are composed of a 2 3-16 inch steel shaft bearing against cast iron shoes which in turn bear against a grillage of steel beams. The whole is encased in concrete. The joints around 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.

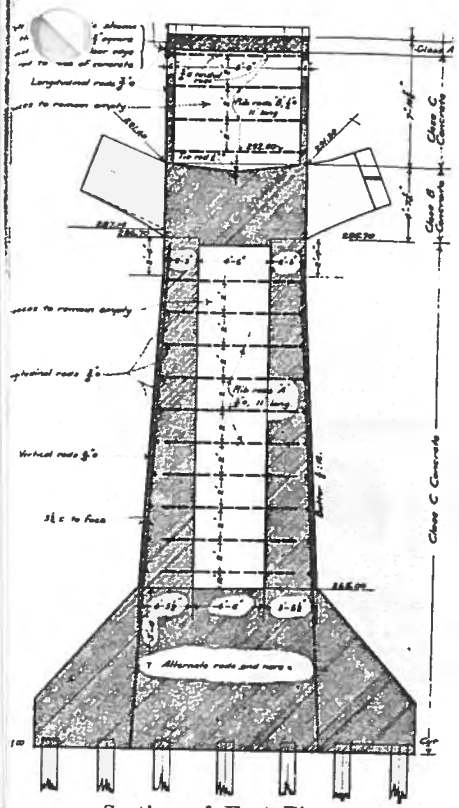
The bridge is designed for carrying load of 4,000 pounds per lin. foot, of ra way track, although the actual loads present are only 2,000 per lin. foot of trac The highway load is designed to carry load represented by a 24-ton steam ro



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.



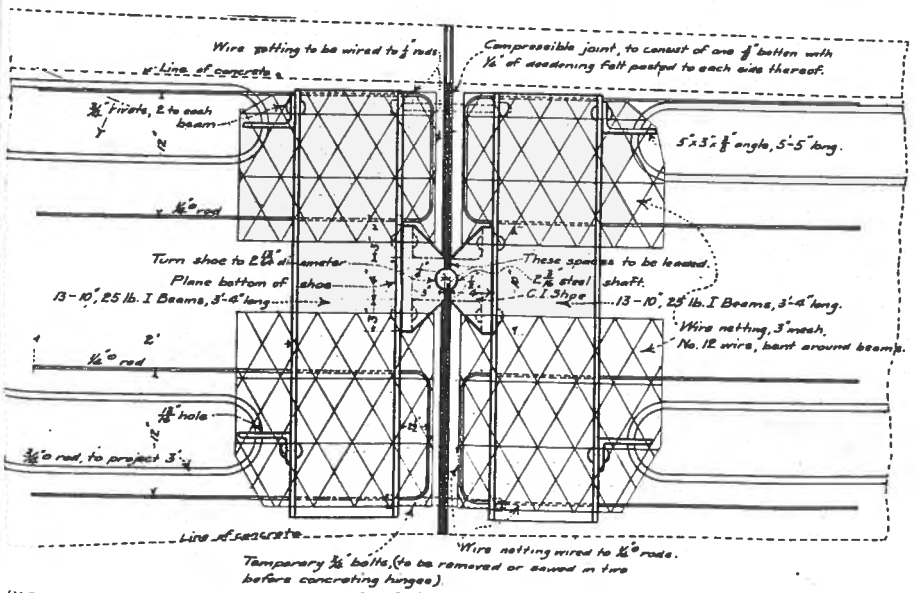
Section of East Pier

...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

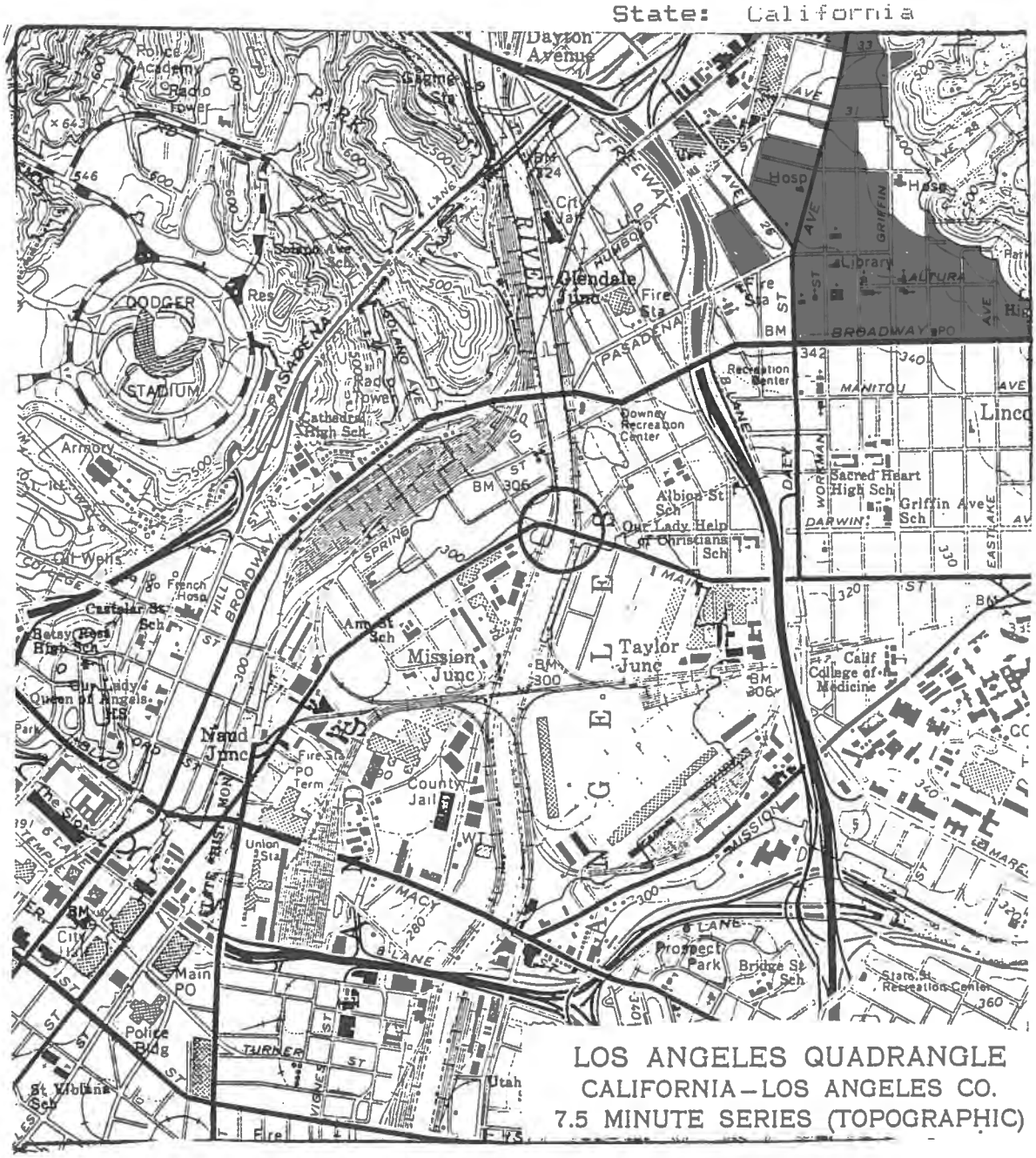
Invest Int: SDM
Entry Int: SDM
Done: yes
Update: 6/02/86
Rundate: 08/18/86
Assign Rate: 3

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

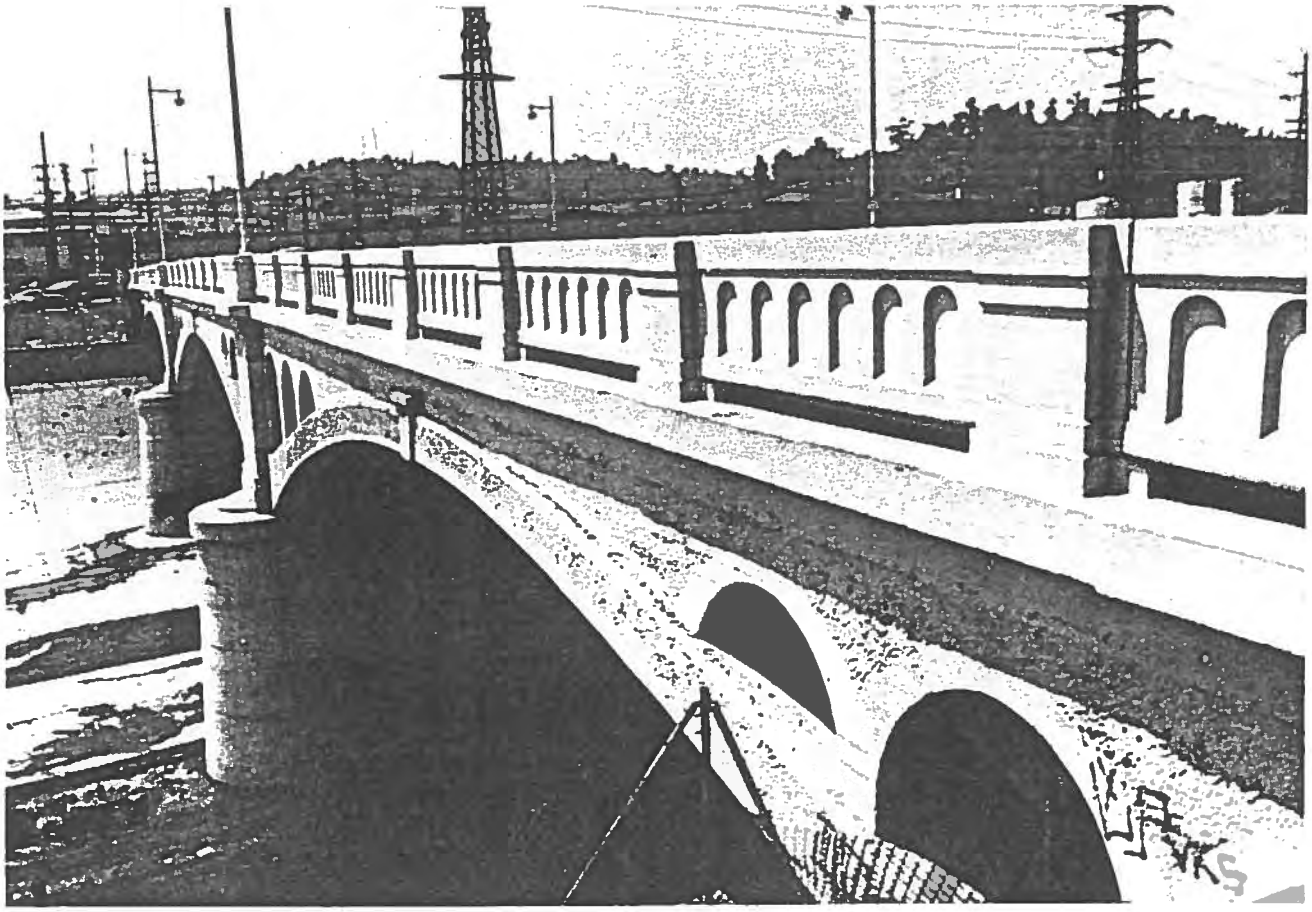


LOS ANGELES QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

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.

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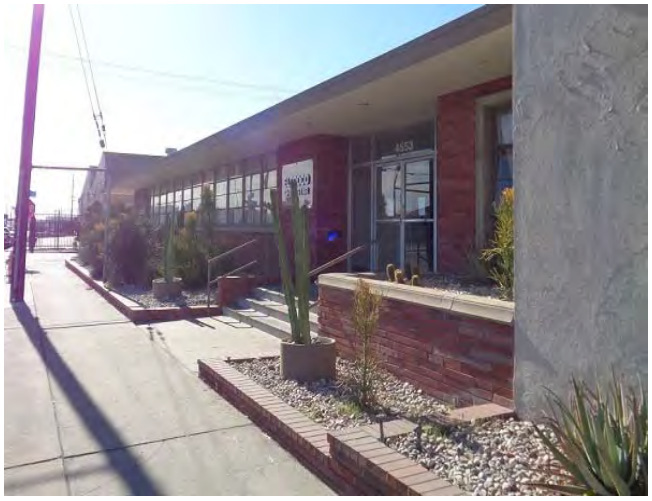

Detail of primary elevation, camera facing south. ICF 2017.

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:

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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).

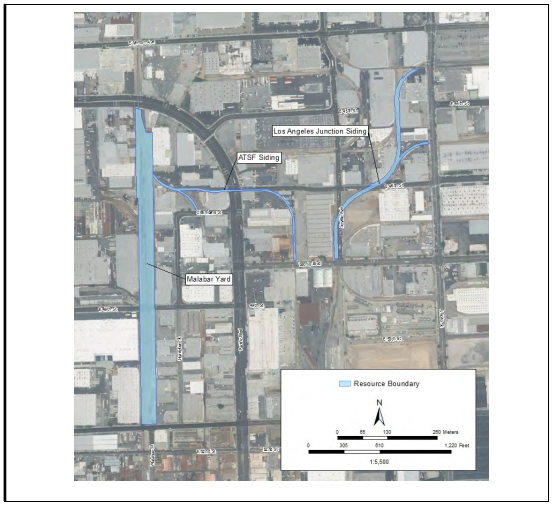
Please see continuation sheet.

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:

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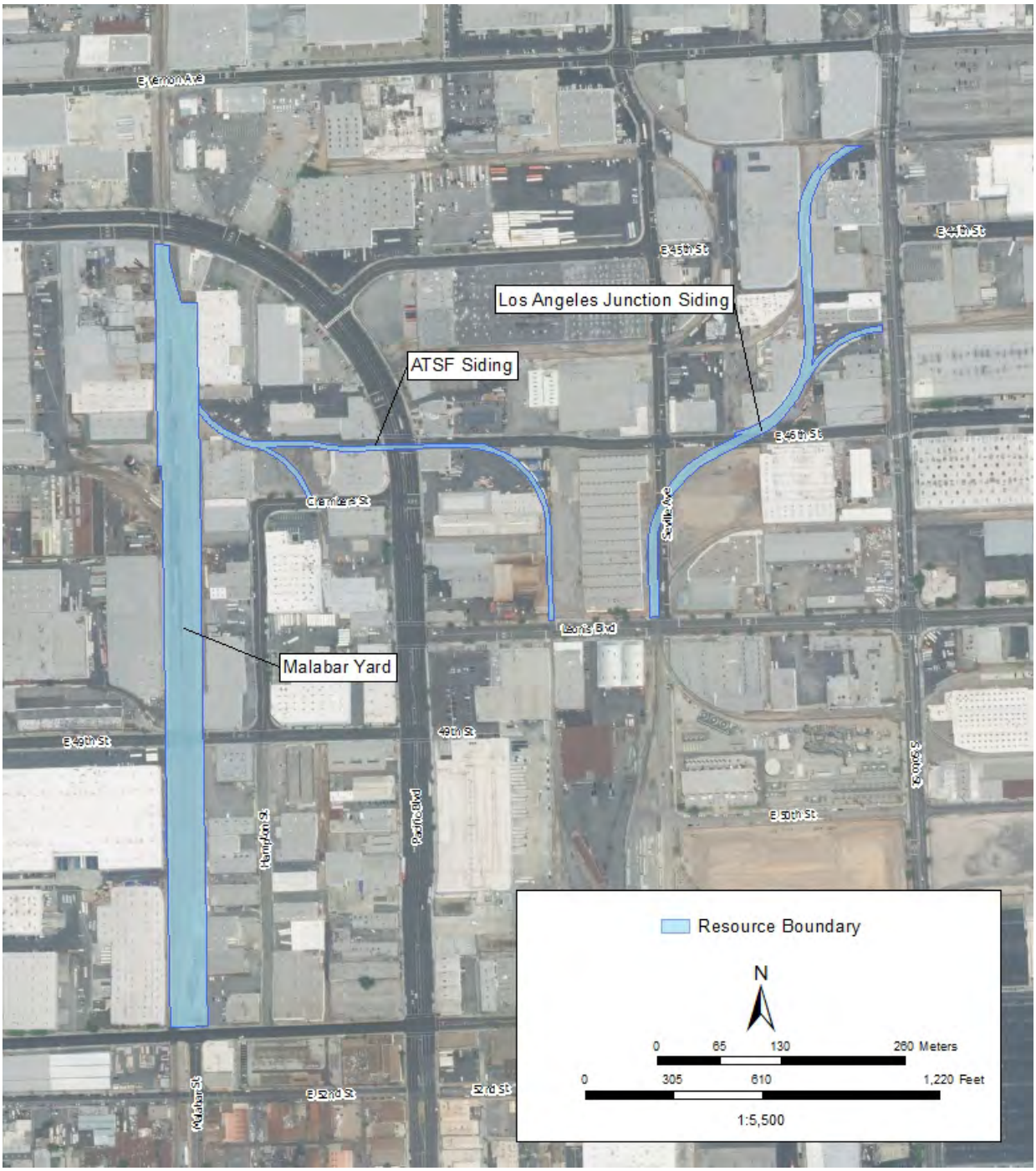
Malabar Yard in Vernon, north portion of yard. View south. ICF, 2018.

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



* Required Information

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):**

Bradley, Betsy Hunter. 1999. *The Works: The Industrial Architecture of the United States*. Oxford University Press, New York, New York.

Christopher A. Joseph & Associates. 2009. *City Of Riverside Modernism Context Statement*. Prepared by Teresa Grimes and Christina Chiang for the Historic Resource Division of the City of Riverside.

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Gelernter, Mark. 1999. A History of American Architecture: Buildings in their Cultural and Technological Context. Lebanon, NH: University Press of New England.

Hess, Alan, Leslie Heumann, and Maggie Valentine. 1996. *National Register of Historic Places Registration Form for Bullock's Pasadena*. February. http://focus.nps.gov/pdfhost/docs/NRHP/Text/96000776.pdf.

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.

Martinson, Tom. 2009. *Atlas of American Architecture.* Rizzoli Publications, New York, New York.

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

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

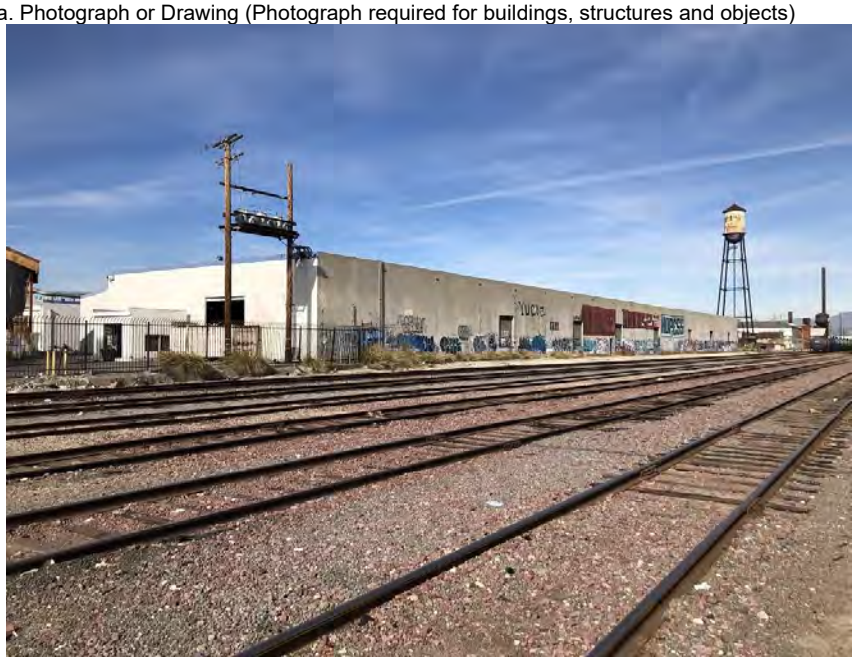
P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **Date** 1953 **T** 2S **R** 13W; **¼ of** **¼ of Sec** (un-sectioned) **B.M.** San Bernardino
c. Address: 4824 S. Santa Fe Avenue City Vernon Zip 90058
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

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

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***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):

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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.

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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

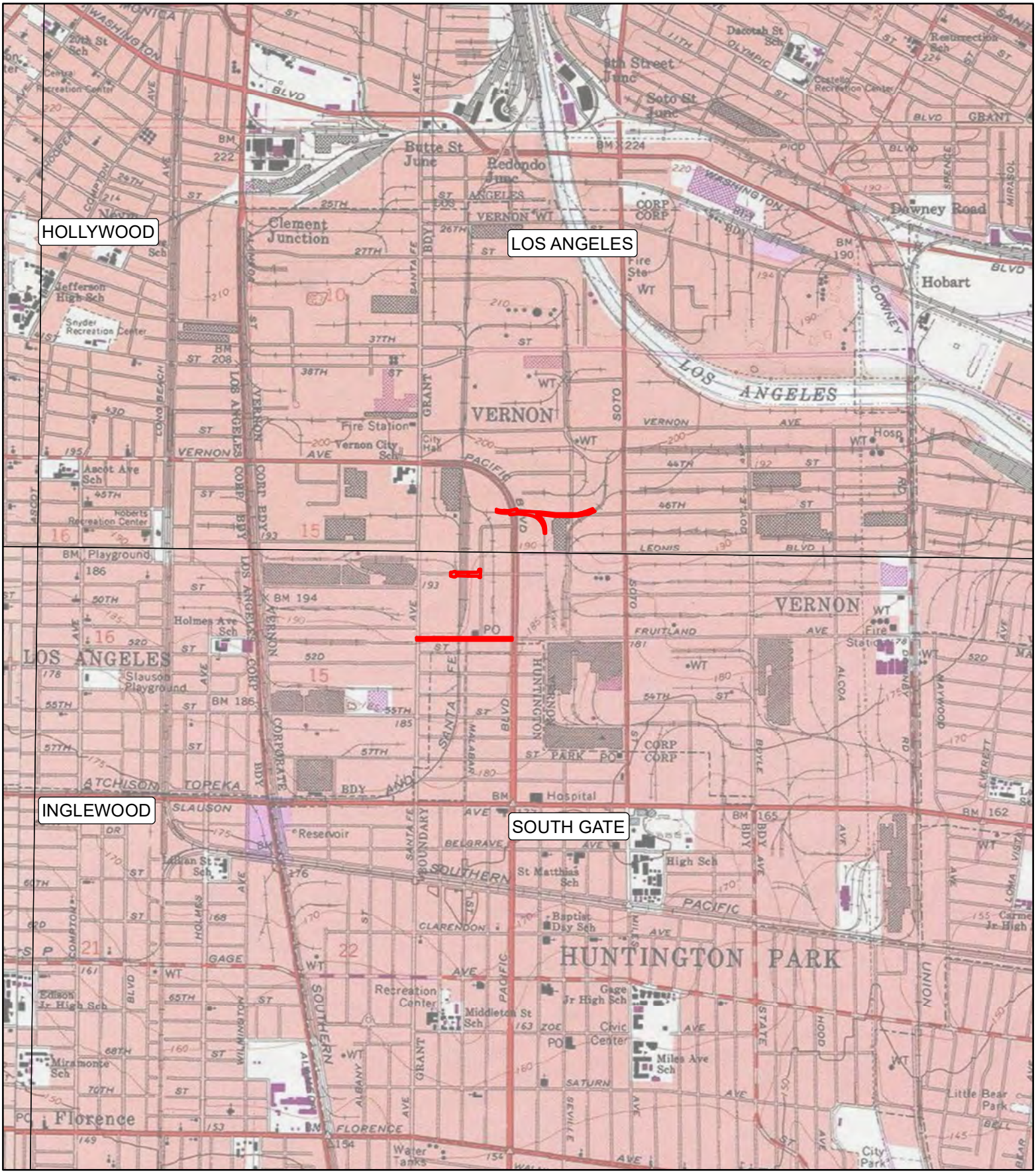
Phone: (626) 205-5444

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.


HOLLYWOOD
LOS ANGELES
INGLEWOOD
SOUTH GATE
VERNON
HUNTINGTON PARK
Metro Link Union Station
0
0.25
0.5
1 Miles
1:24,000
Quadrangle Boundaries
Project Area
Base layer from Esri ArcGIS Online

NATIVE AMERICAN HERITAGE COMMISSION

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Pomo

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

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[Vacant]

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Pomo

NAHC HEADQUARTERS
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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.

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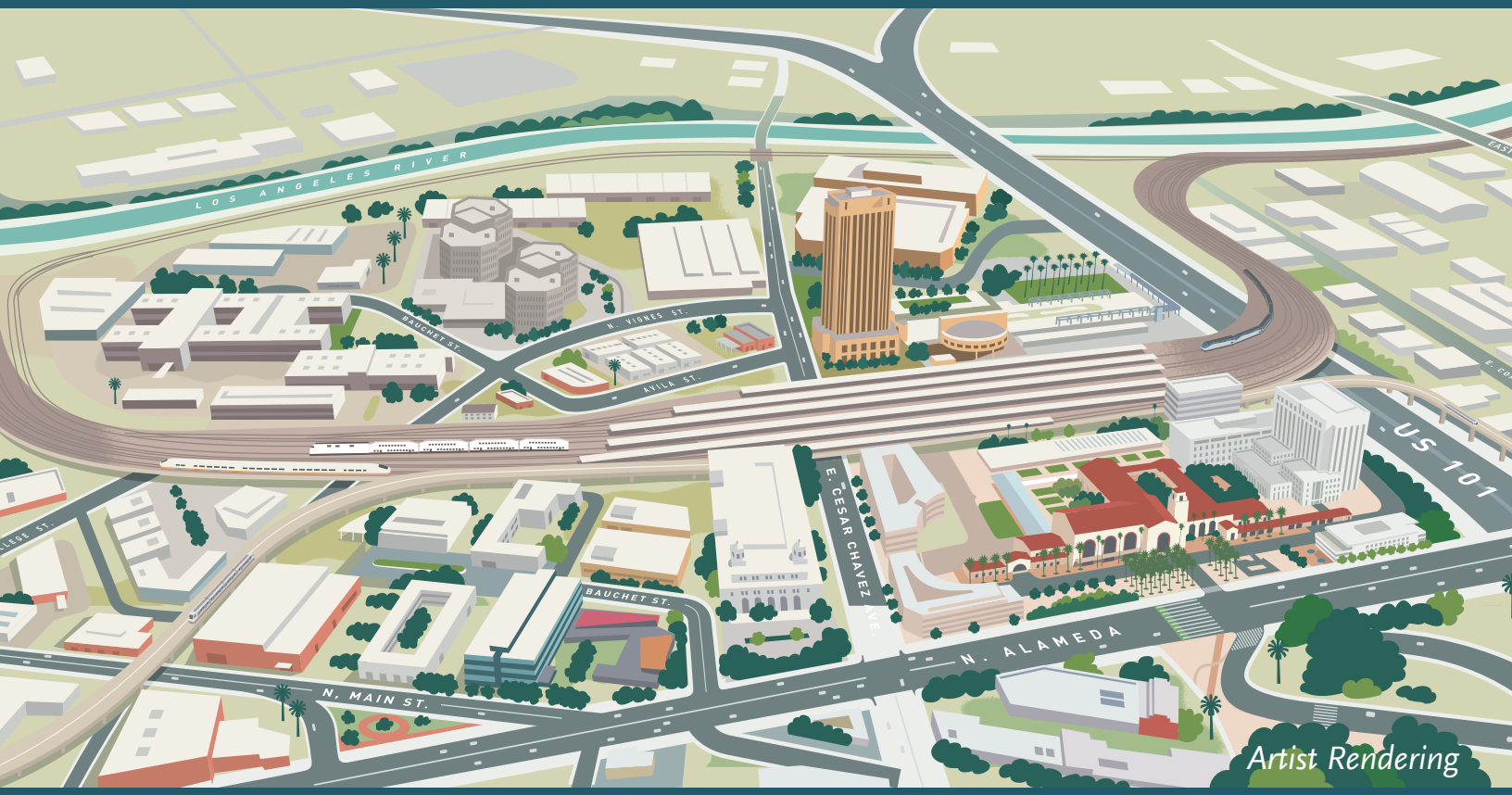
Link Union Station

Second Supplemental Cultural Resource Report

May 2023



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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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).

[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

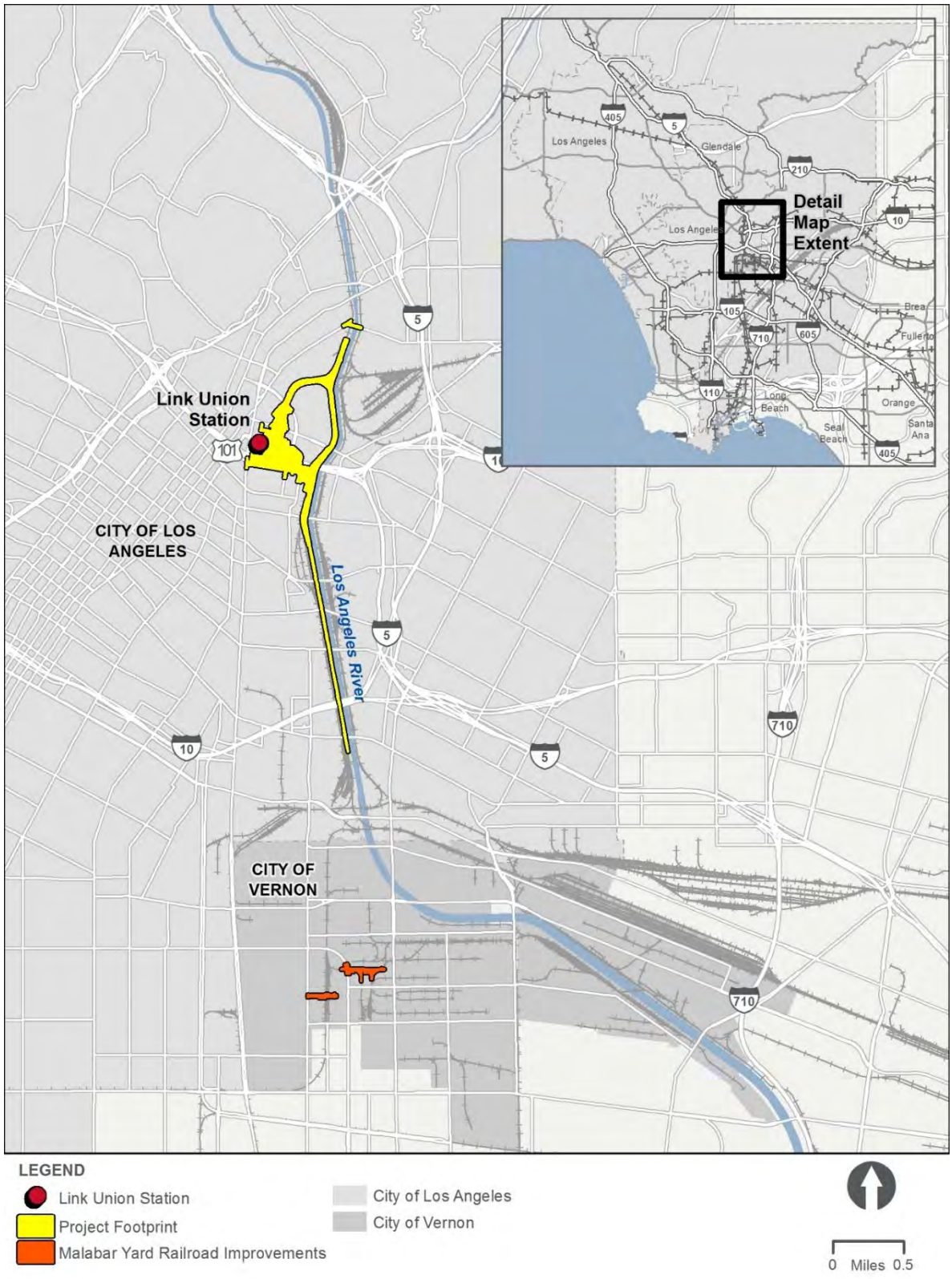

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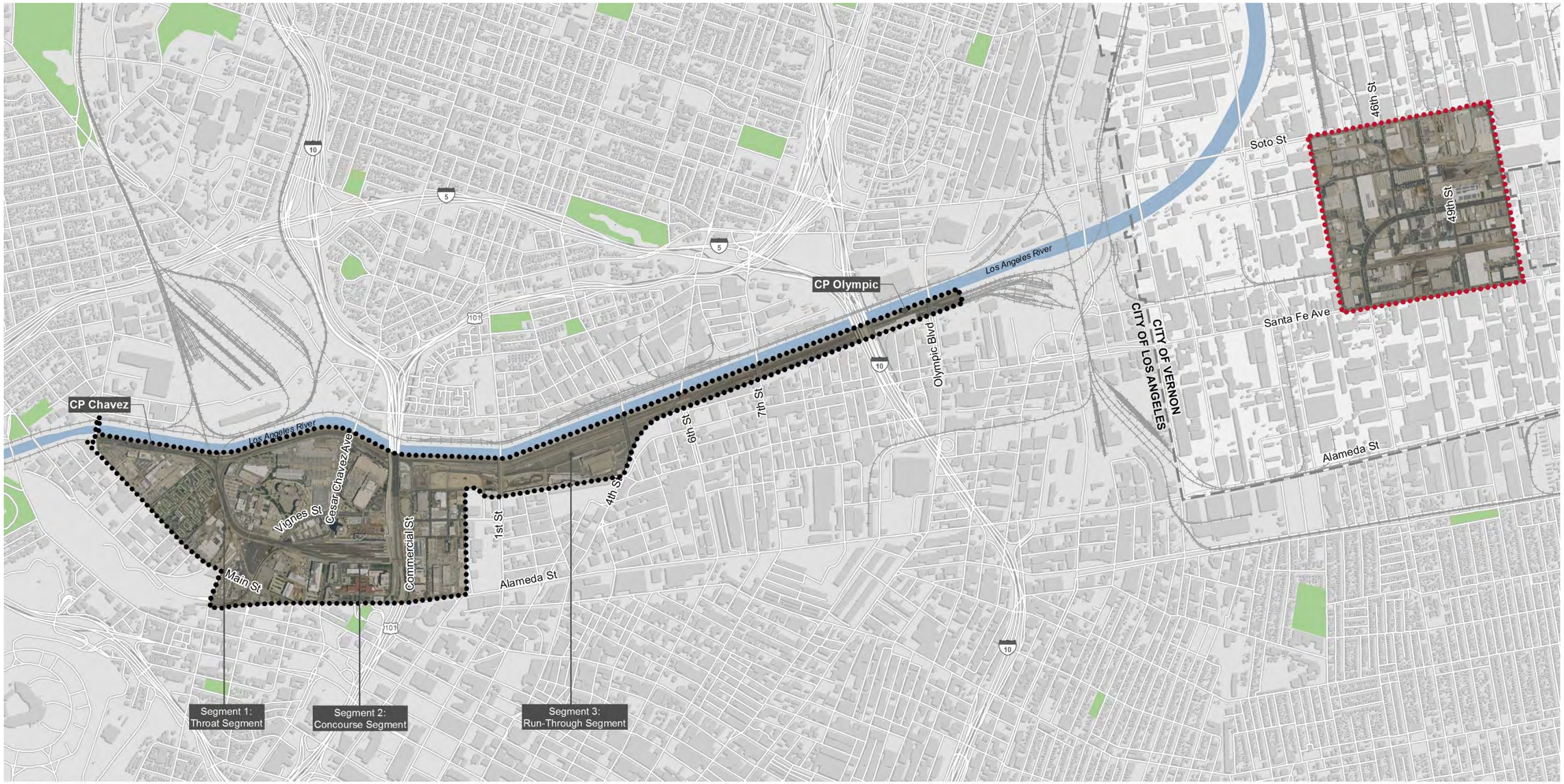
Figure 1-2. Project Study Area and Malabar Yard Study Area



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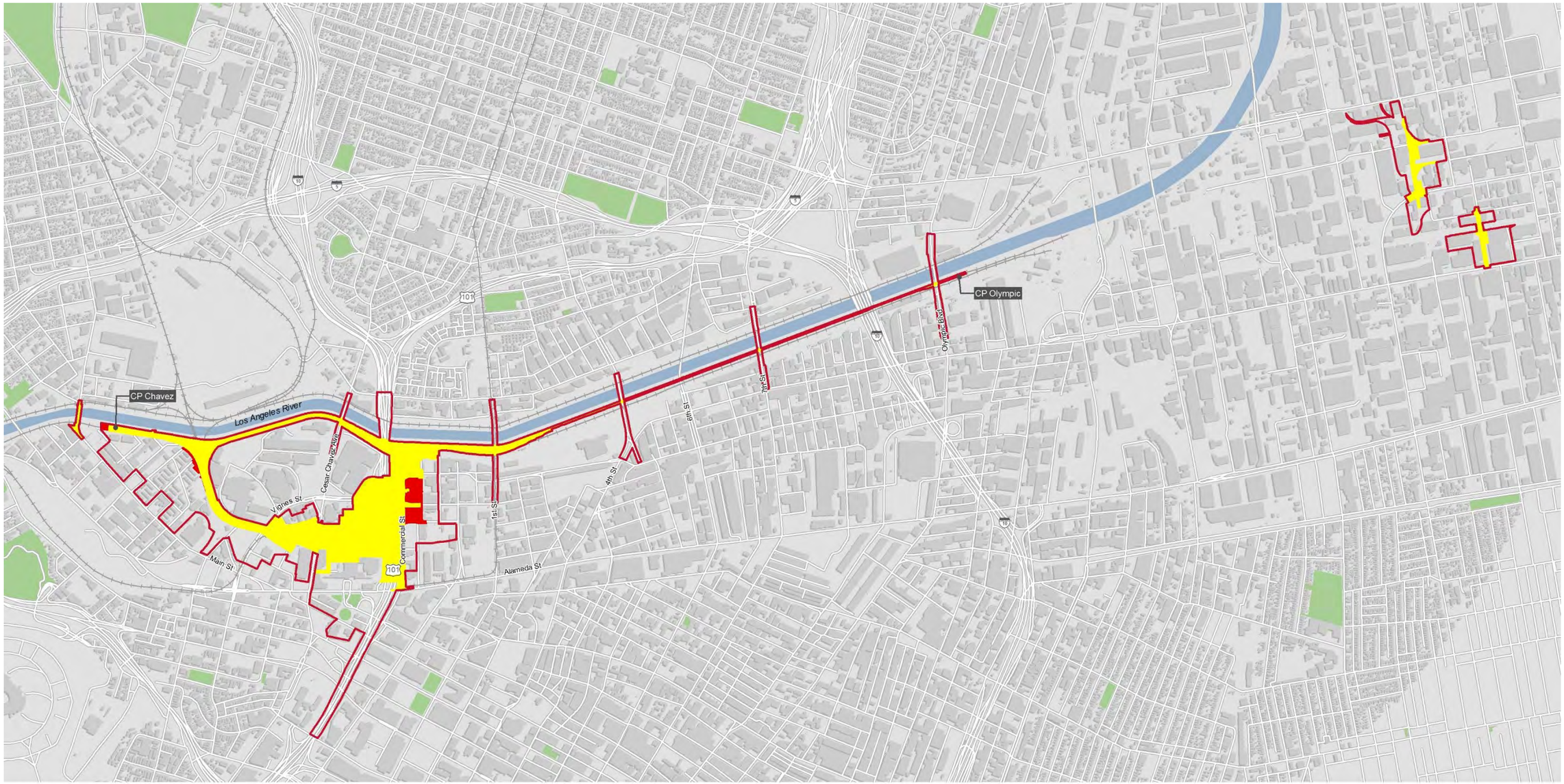
Figure 2-1. Project Footprint, Location of Areas Removed from Consideration, and Link US Area of Potential Effects



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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.

6.0 References

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Appendix A:
Updated Area of Potential Effects Map

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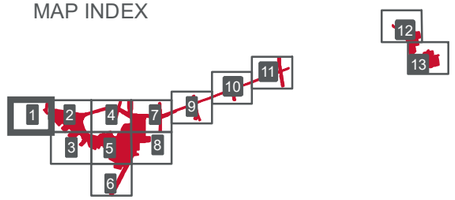
MAP INDEX



LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 15 North Main Street Bridge (Bridge # 53C 1010)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

Metro

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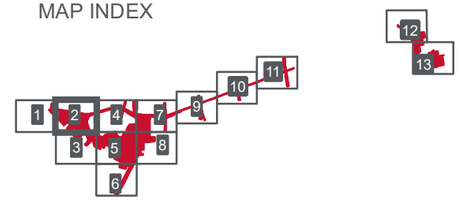

LEGEND

- 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)

AREA OF POTENTIAL EFFECTS

0 Feet 200

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CALIFORNIA High-Speed Rail Authority

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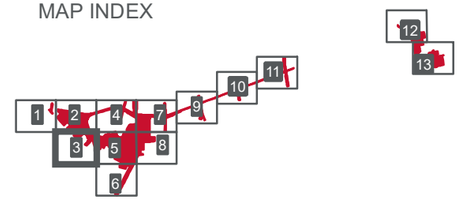

LEGEND

- 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)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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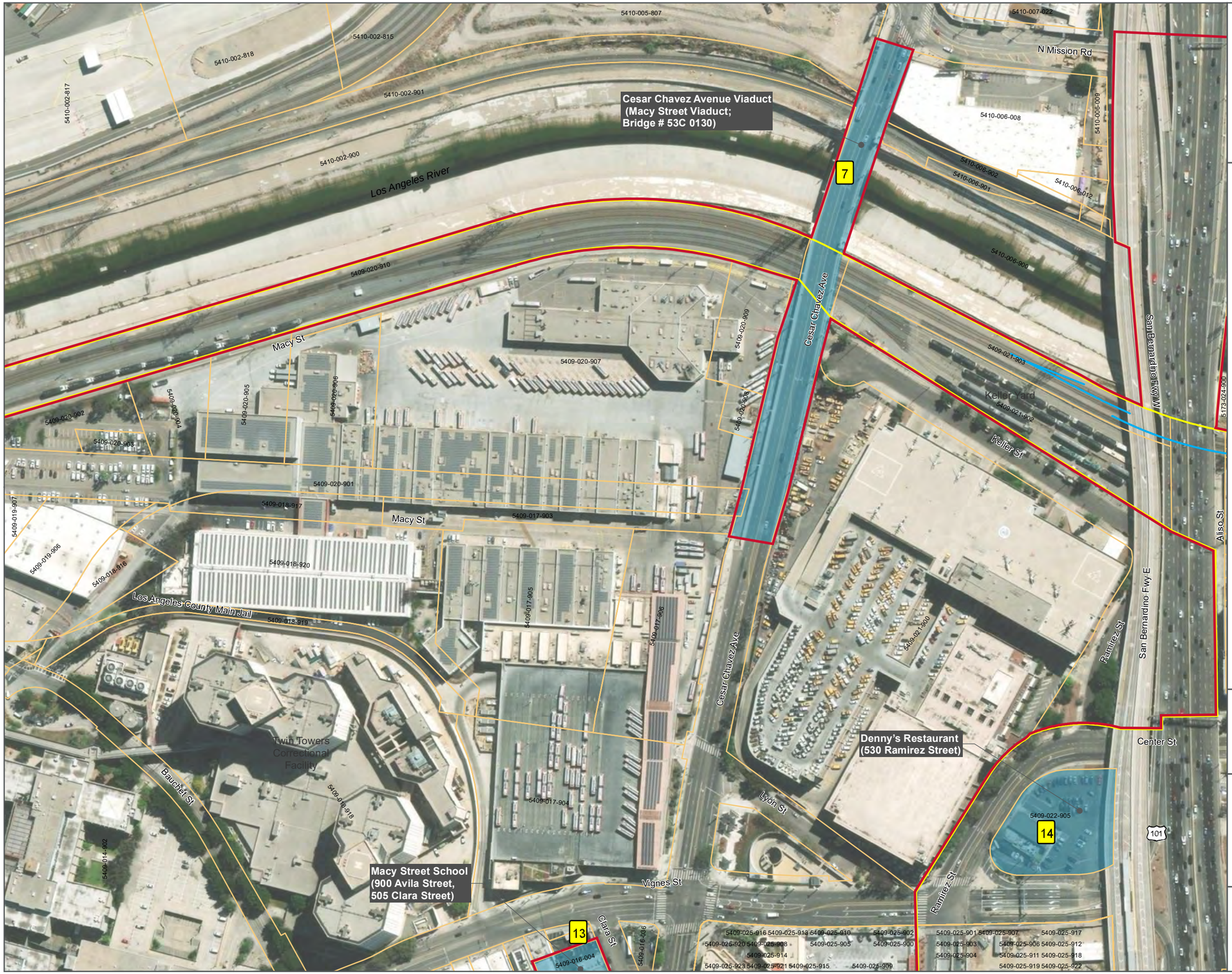

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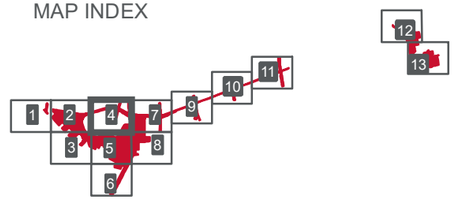

LEGEND

- 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)

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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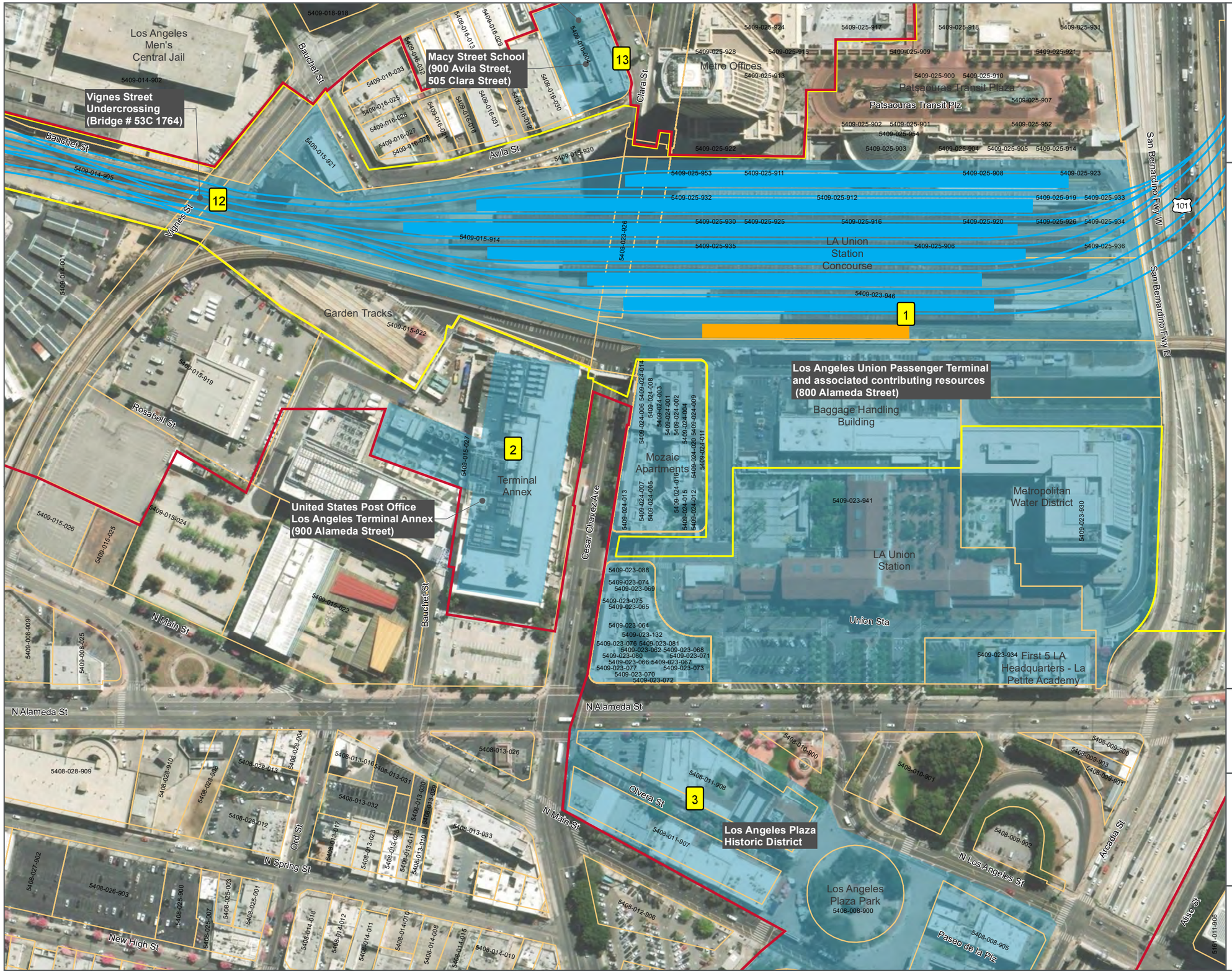

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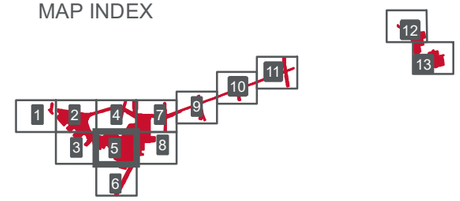

LEGEND

- 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 District

12 Vignes Street Undercrossing (Bridge # 53C 1764)

13 Macy Street School (900 Avila Street, 505 Clara Street)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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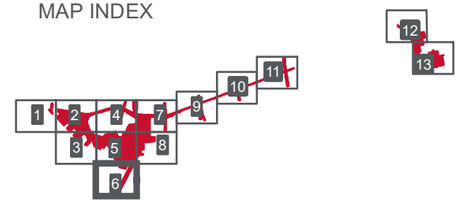

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 3 Los Angeles Plaza Historic District

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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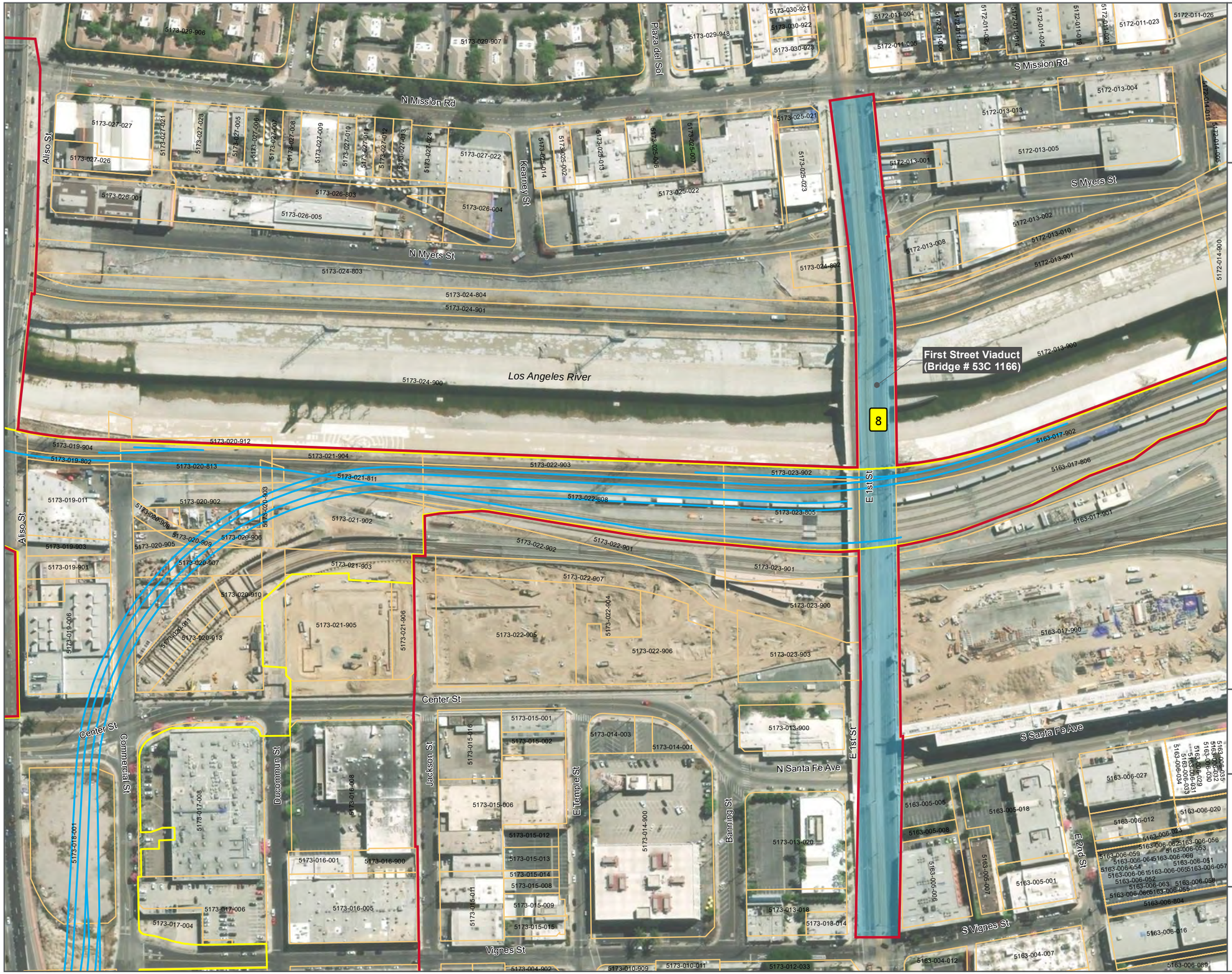

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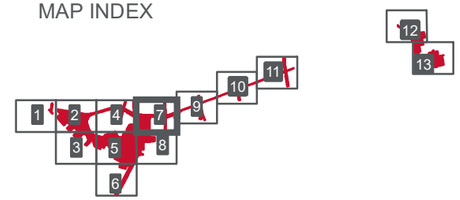

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 8 First Street Viaduct (Bridge # 53C 1166)

AREA OF POTENTIAL EFFECTS

0 Feet 200

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CALIFORNIA High-Speed Rail Authority

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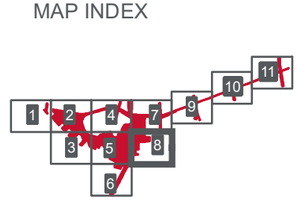

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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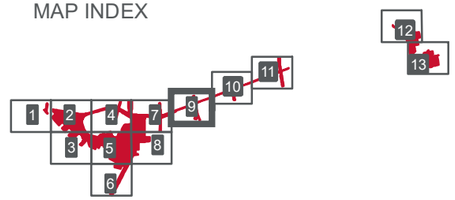

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 9 Fourth Street Viaduct (Bridge # 53C 0044)

AREA OF POTENTIAL EFFECTS

0 Feet 200

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CALIFORNIA High-Speed Rail Authority

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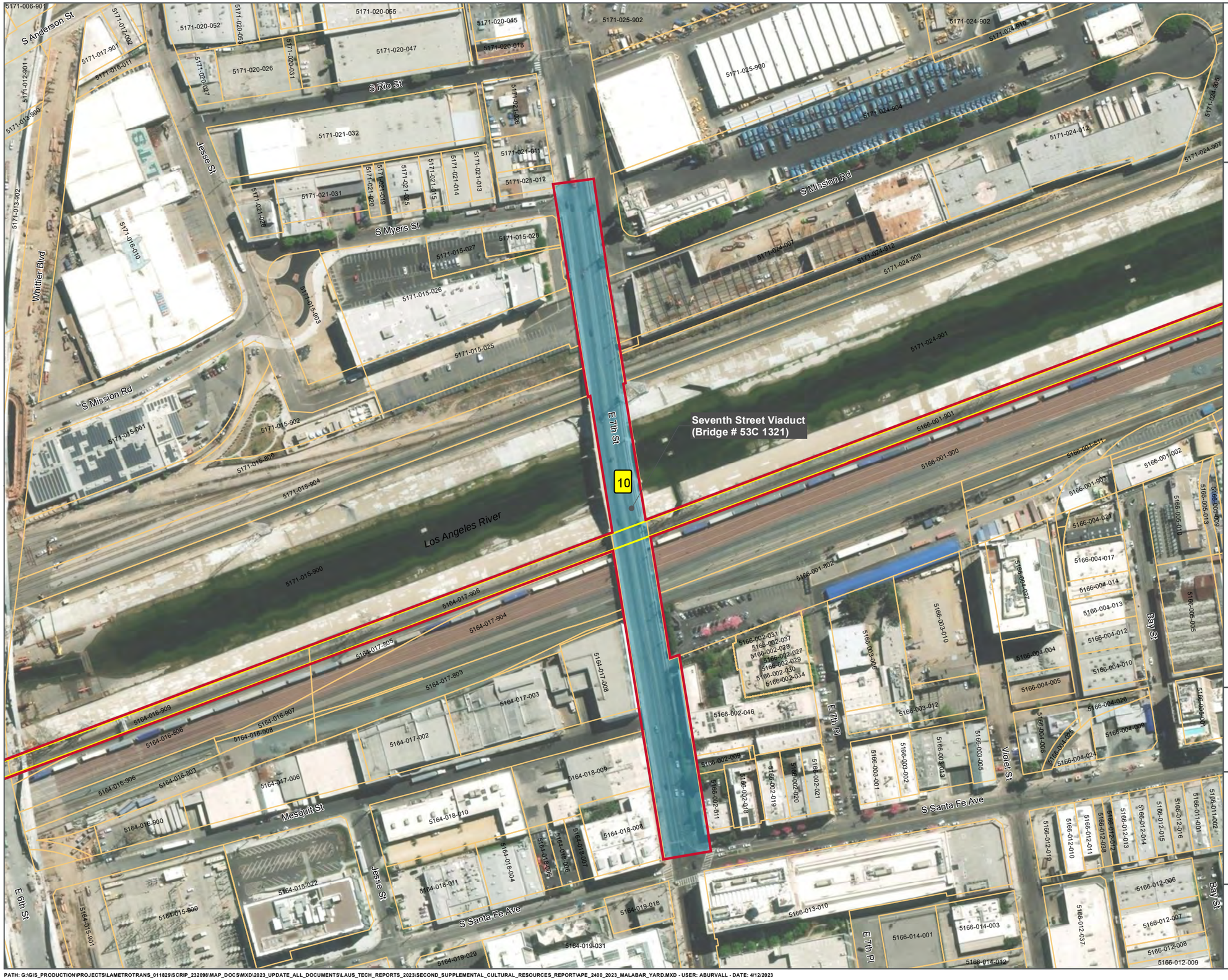

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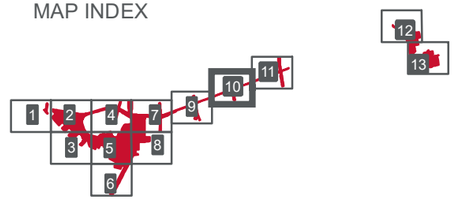

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 10 Seventh Street Viaduct (Bridge # 53C 1321)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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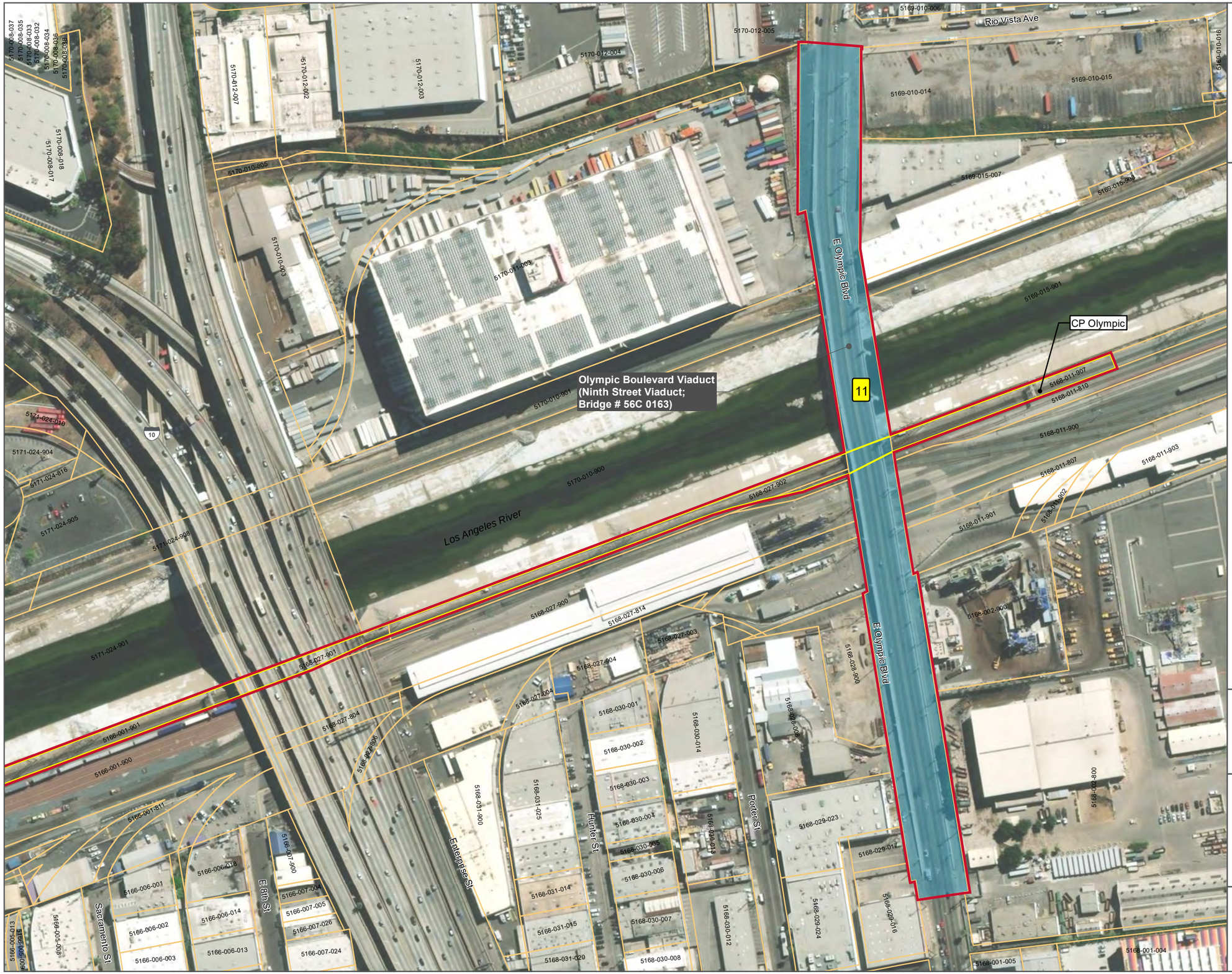

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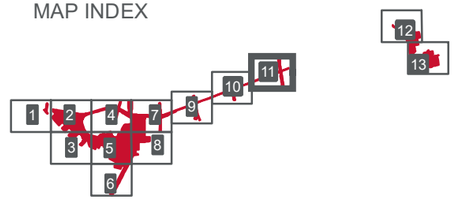

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 11 — Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge # 56C 0163)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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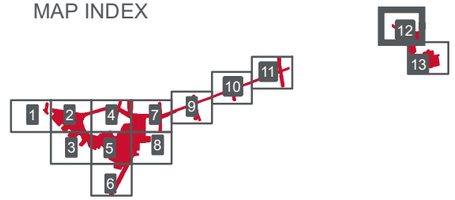

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed New Track
- 16 — Solar Manufacturing Corporation Building (4553 Seville Avenue)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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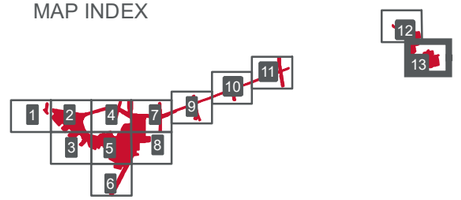

LEGEND

- Area of Potential Effects
- Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed New Track

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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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
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--

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
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<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:

N 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.

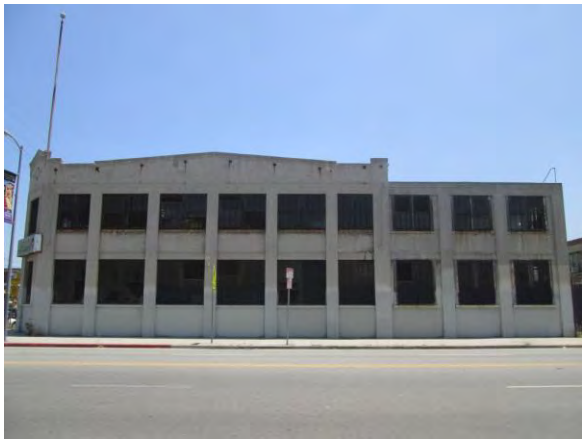
The character-defining features of Plant No. 1 are its industrial use, proximity to railroad tracks, vertical orientation, symmetrical organization, smooth stucco cladding, raised parapet, Art Deco detailing and large industrial sash windows. and canopied main entrance. Two of the three buildings (Plant 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:

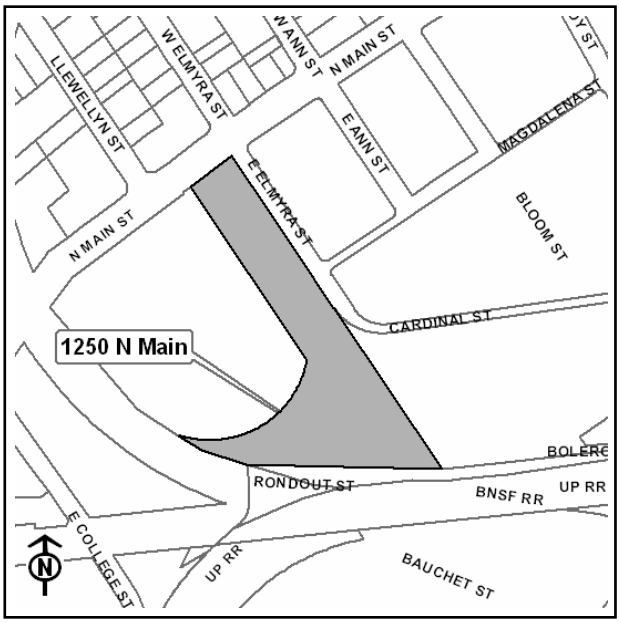
Sanborn Maps, LA Times Database

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
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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

***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.

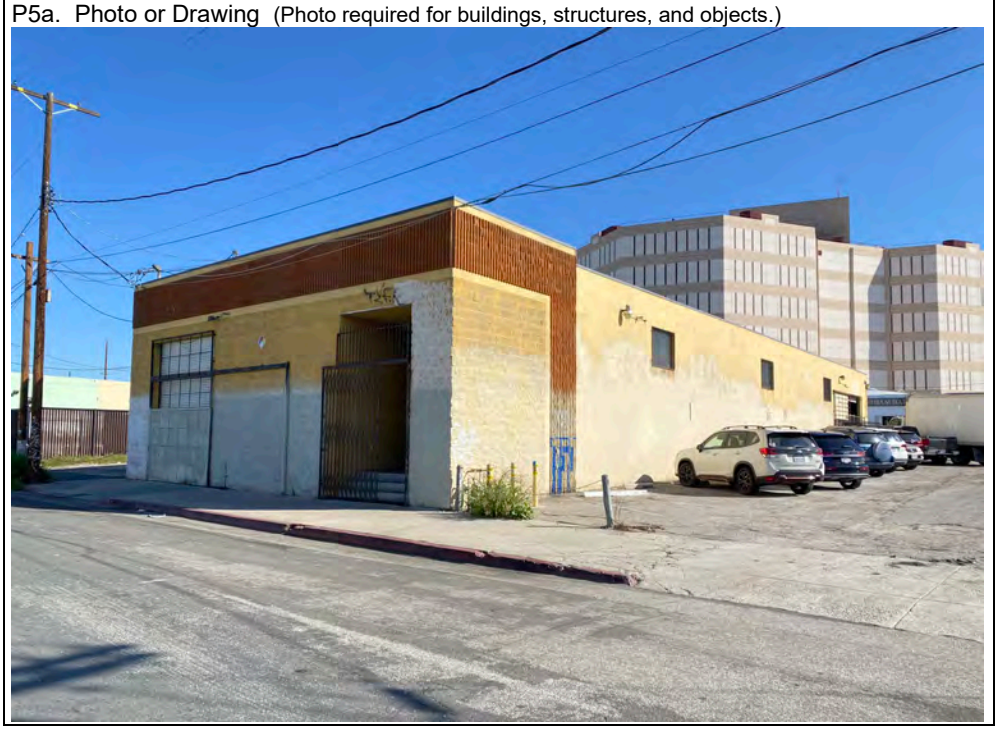
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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.

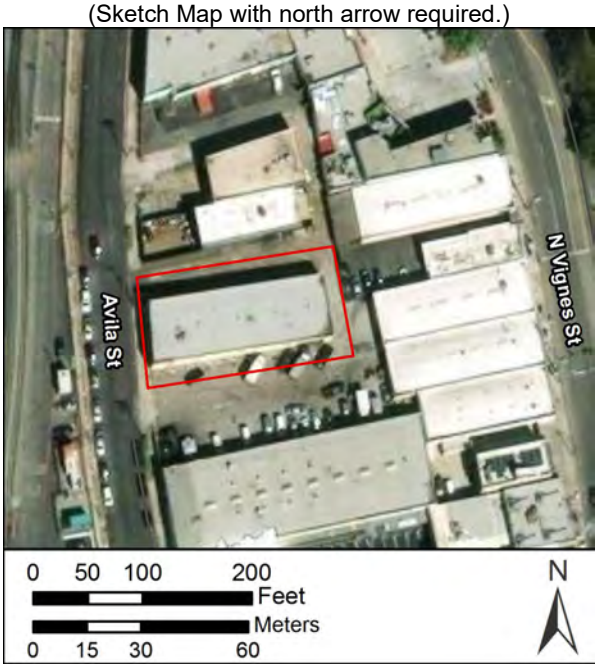
As a warehouse/utilitarian building constructed ca. 1977, 934 Avila Street does not appear to be eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) under any criteria. It is not known to be associated with any historic events or broad patterns 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

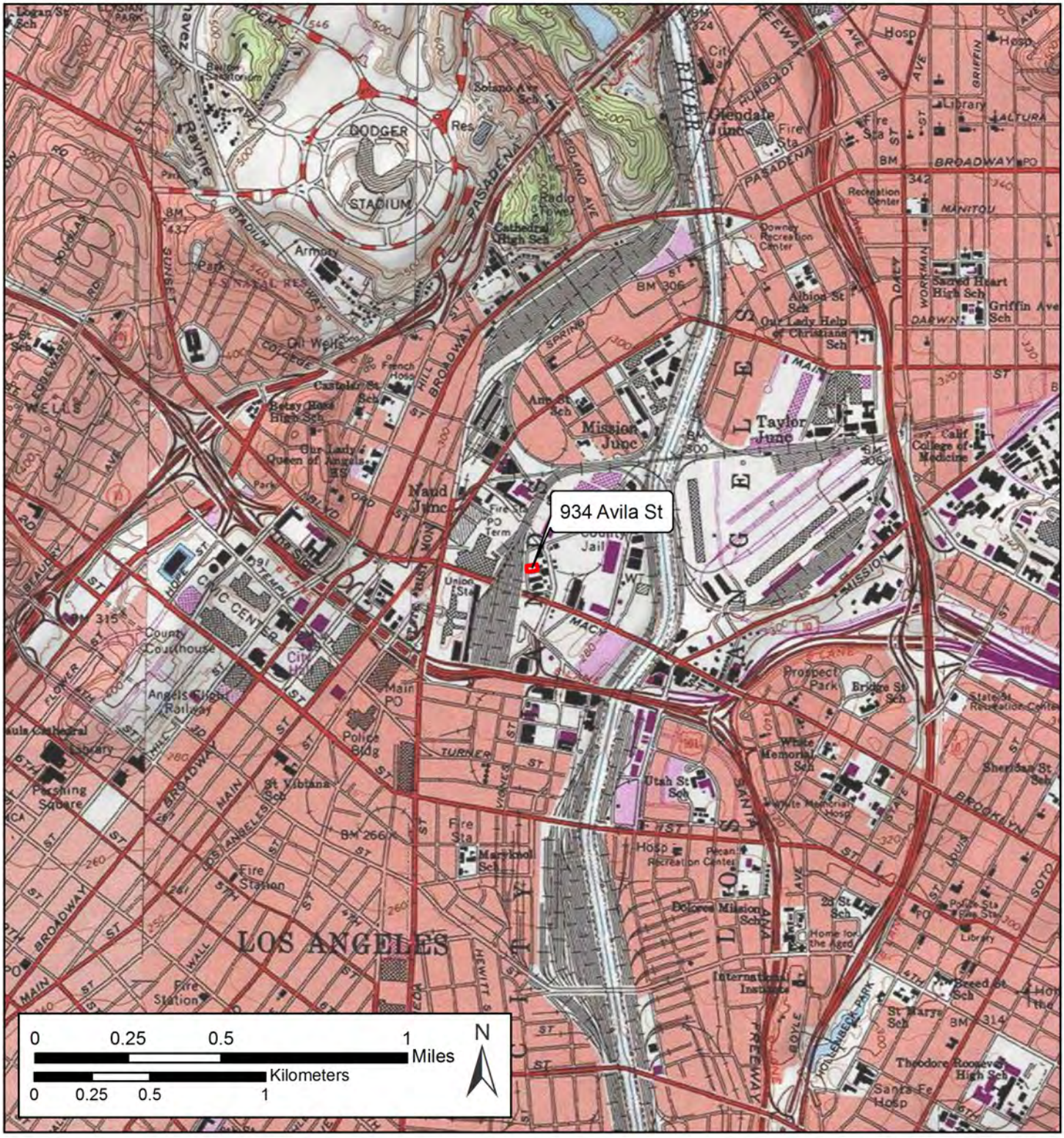
Primary #
HRI #
Trinomial #

*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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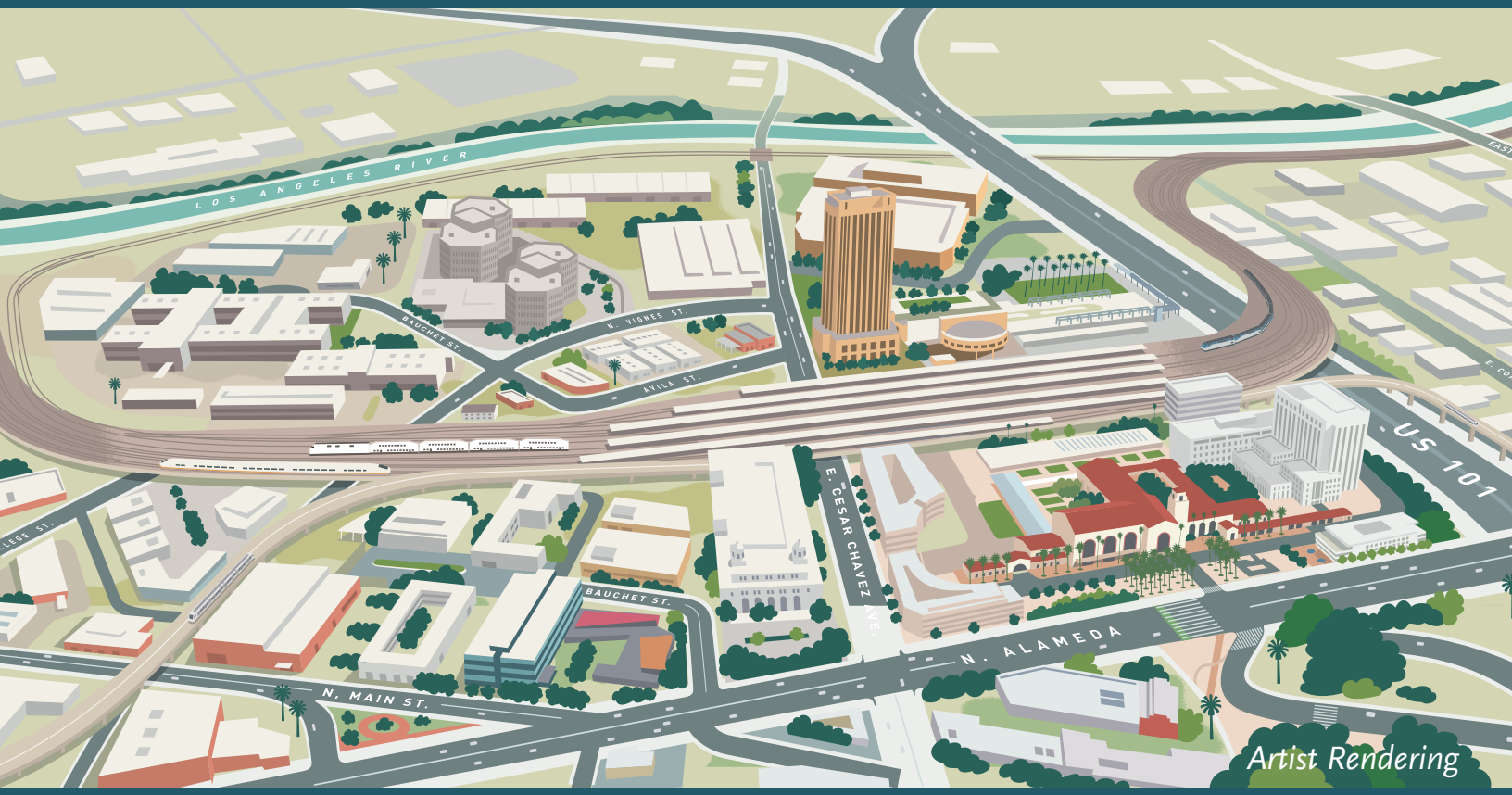
Link Union Station

Finding of Effect Report

August 2023



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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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

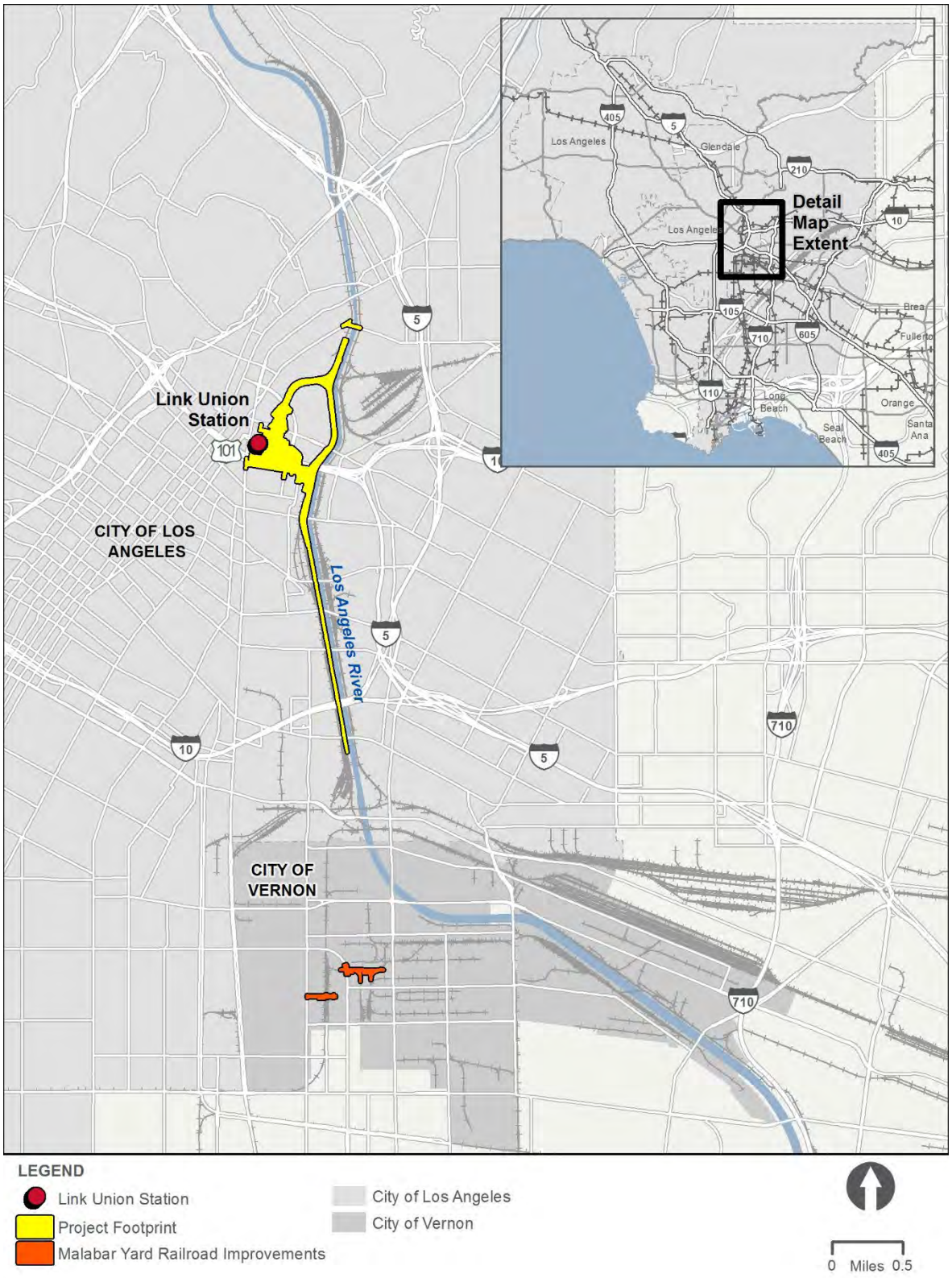

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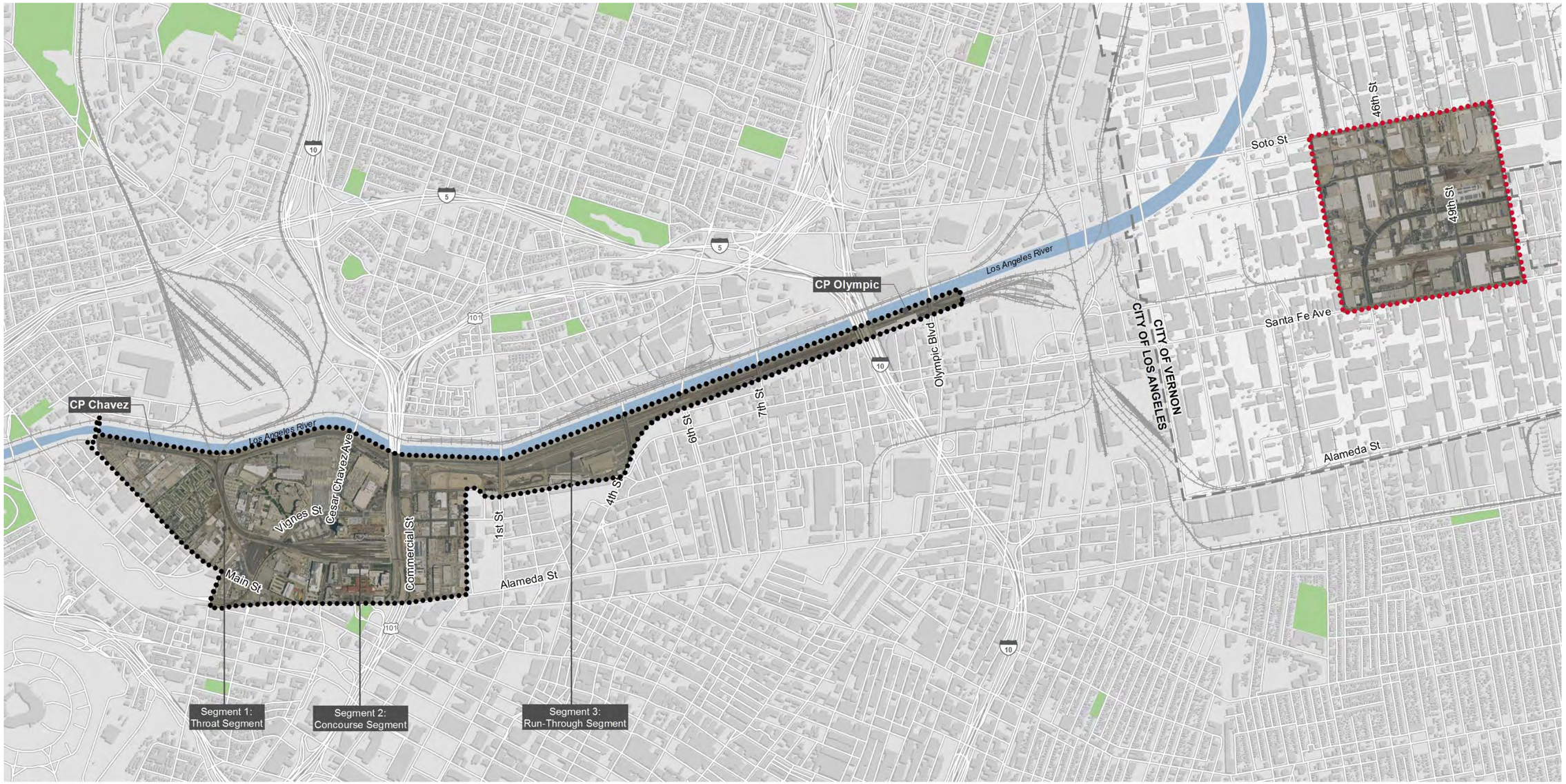
Figure 1-2. Project Study Area and Malabar Yard Study Area



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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 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 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 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 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 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 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 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

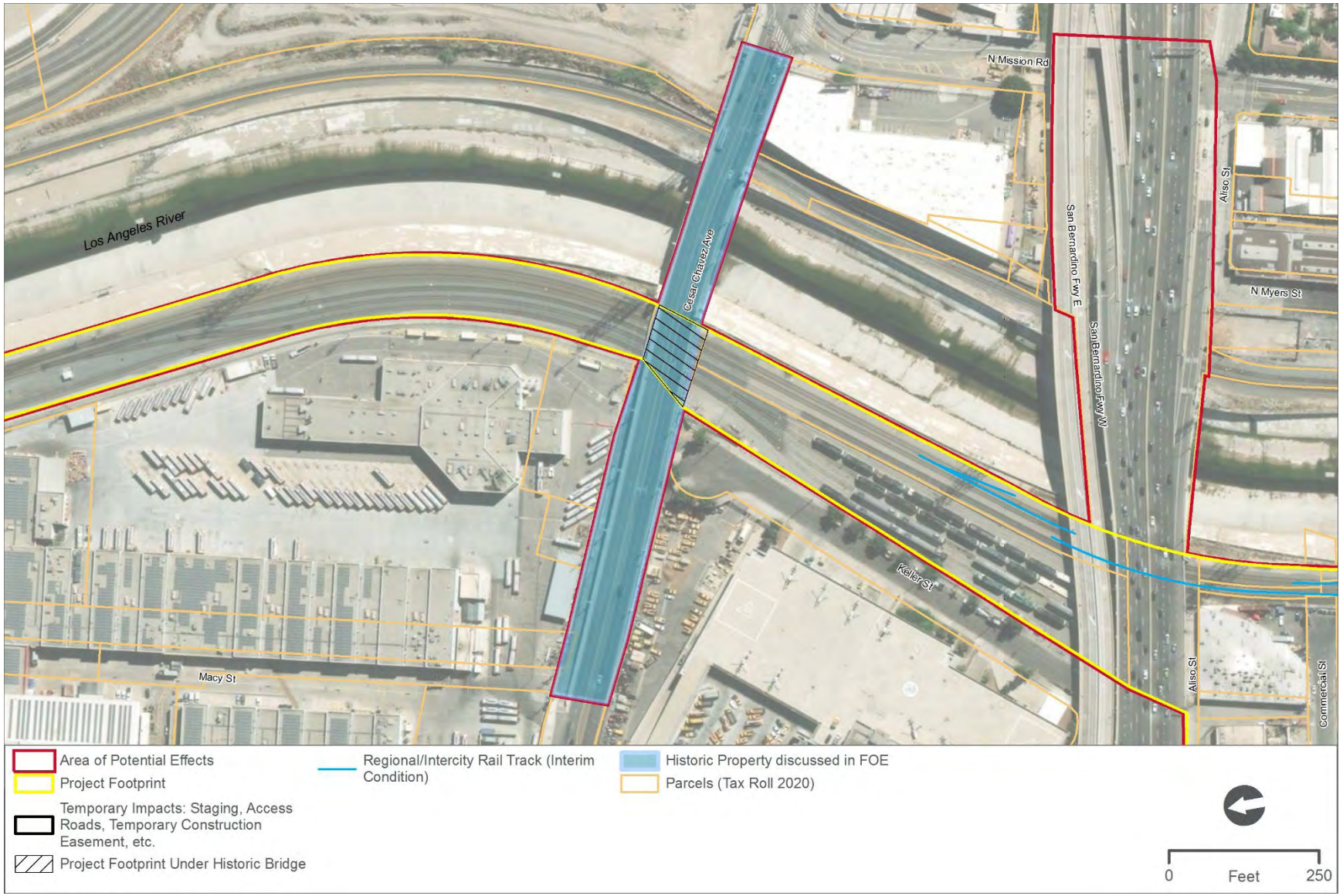

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Figure 5-31. First Street Viaduct Historic Property Boundary and the Build Alternative

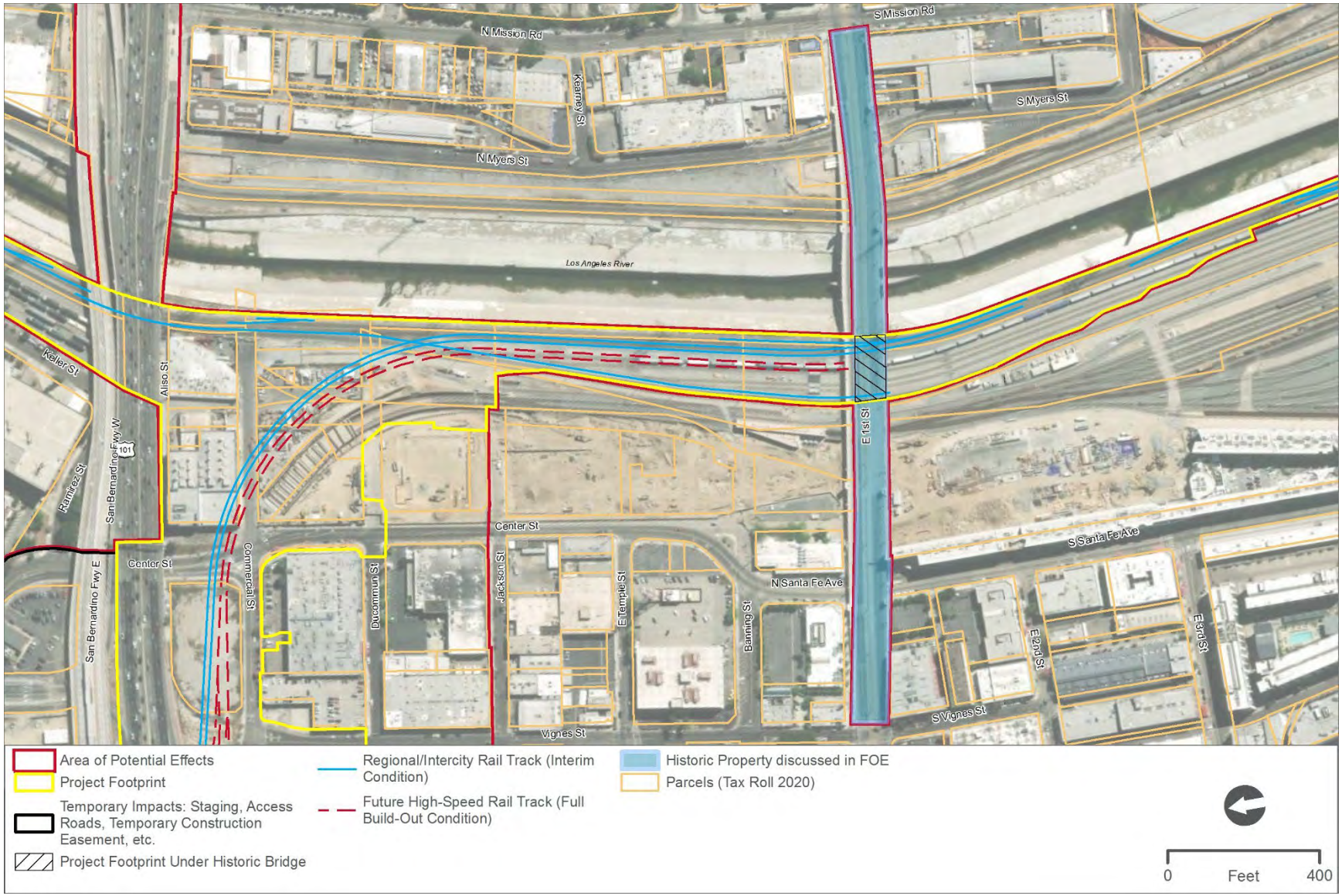

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Figure 5-32. Fourth Street Viaduct Historic Property Boundary and the Build Alternative

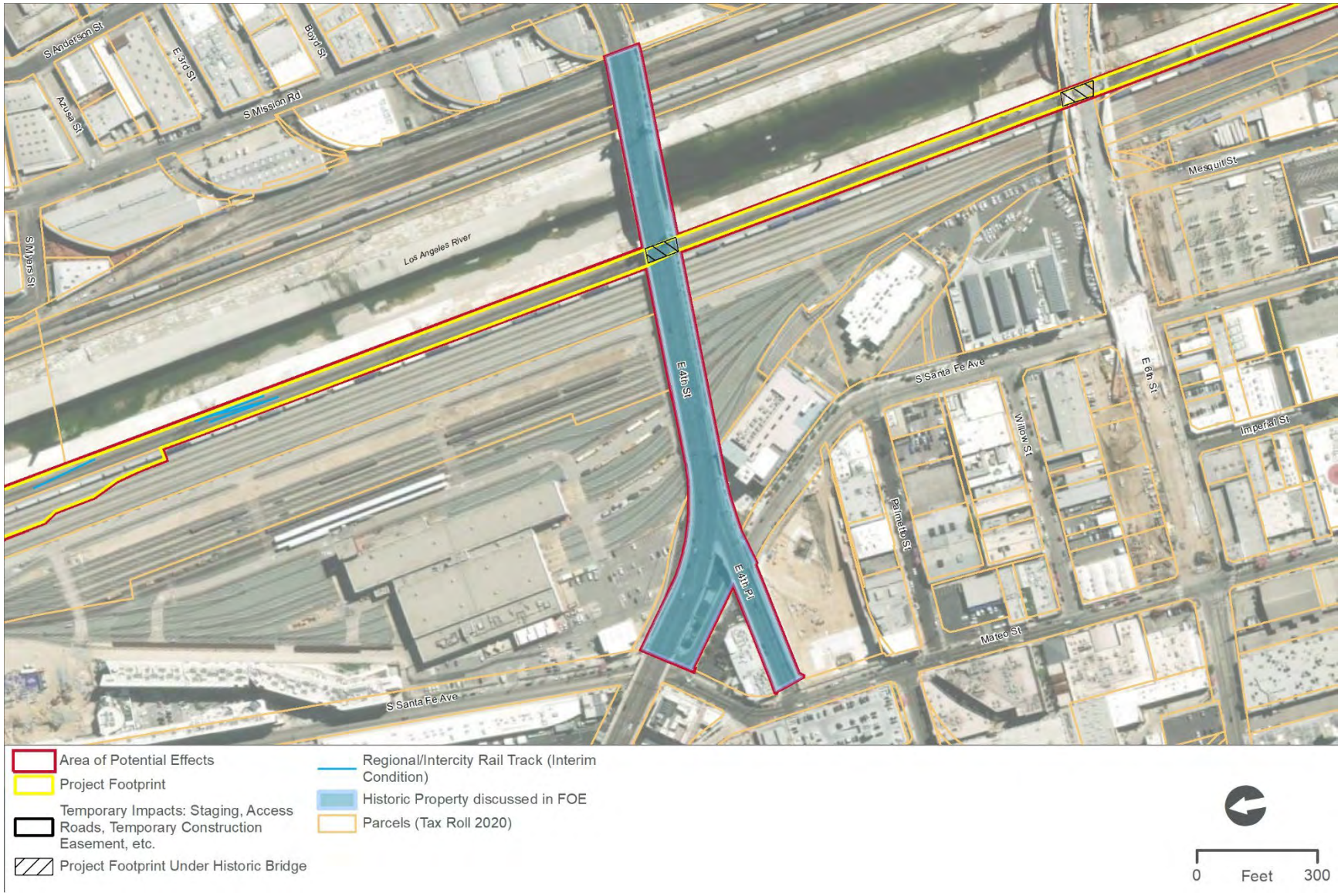

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Figure 5-33. Seventh Street Viaduct Historic Property Boundary and the Build Alternative

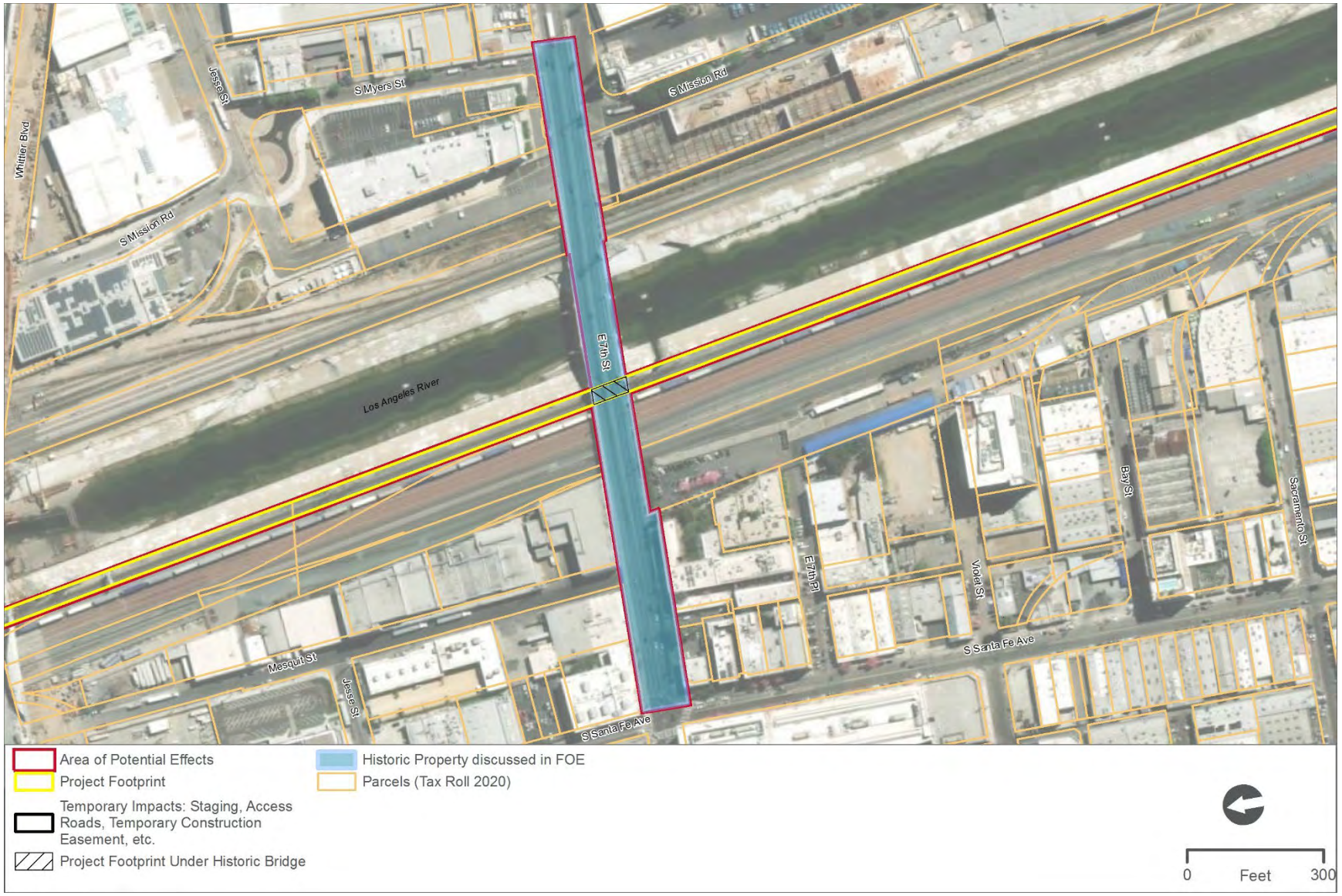

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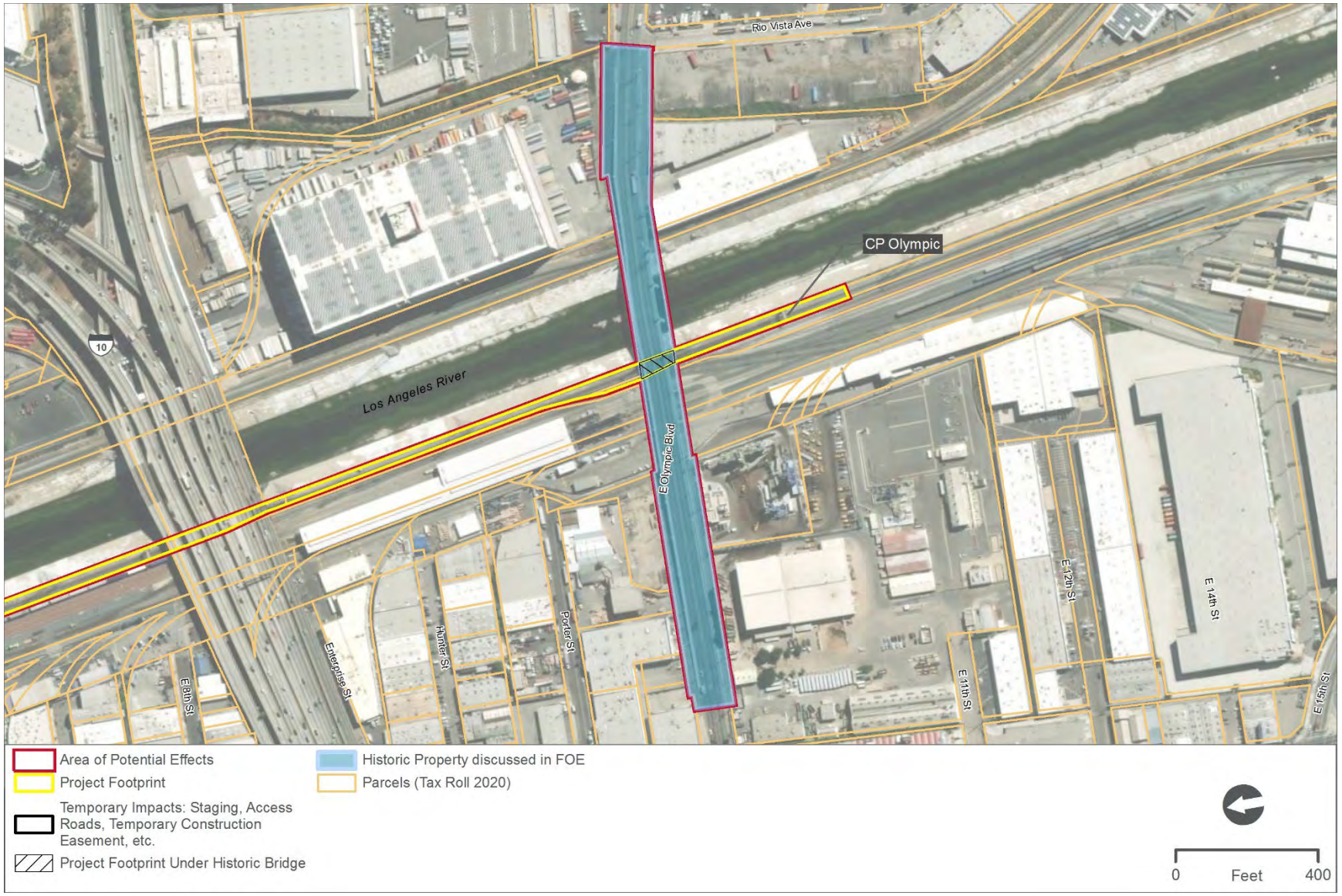
Figure 5-34. Olympic Boulevard Viaduct Historic Property Boundary and the Build Alternative



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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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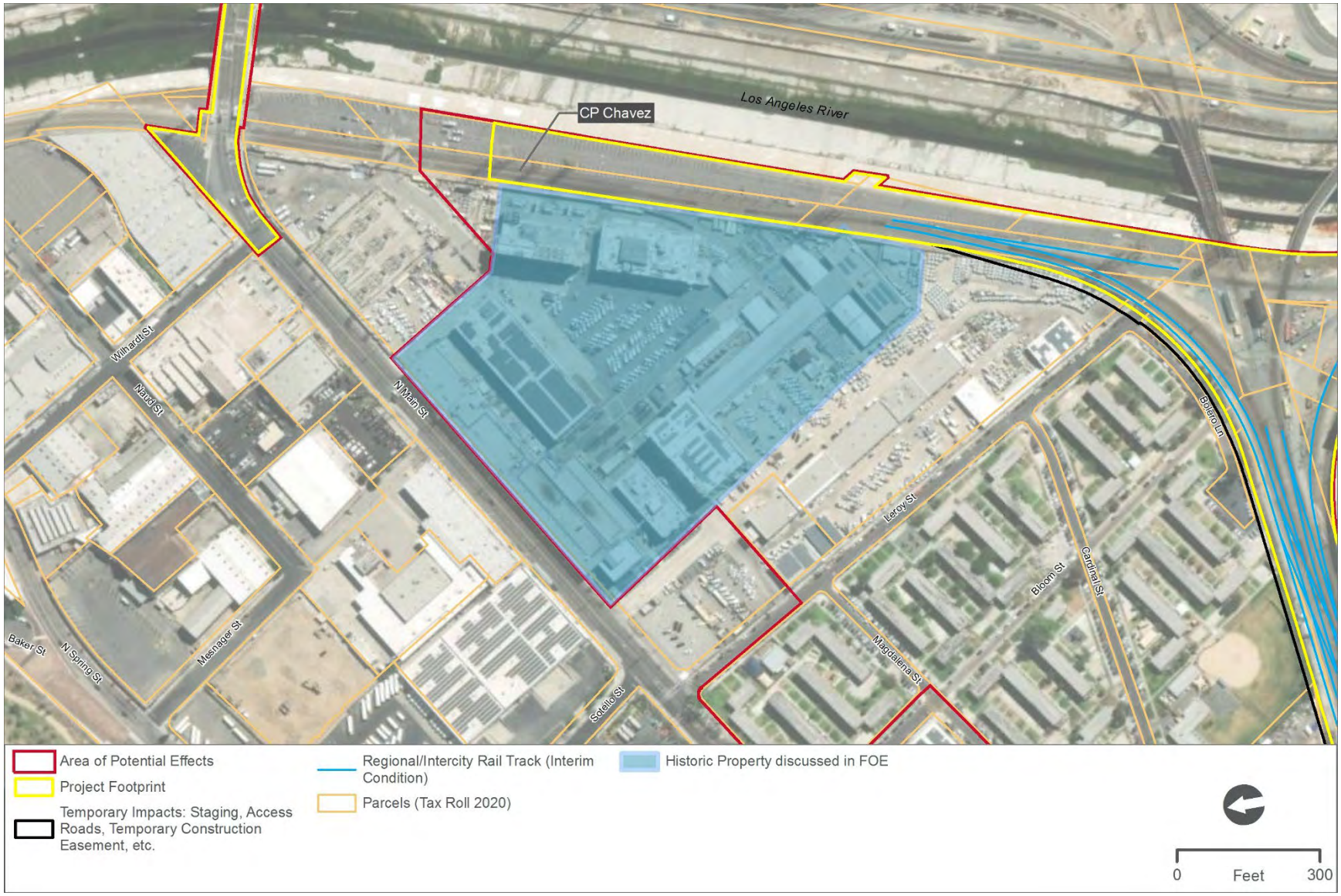
Figure 5-35. Los Angeles Department of Water and Power Historic Property Boundary and the Build Alternative



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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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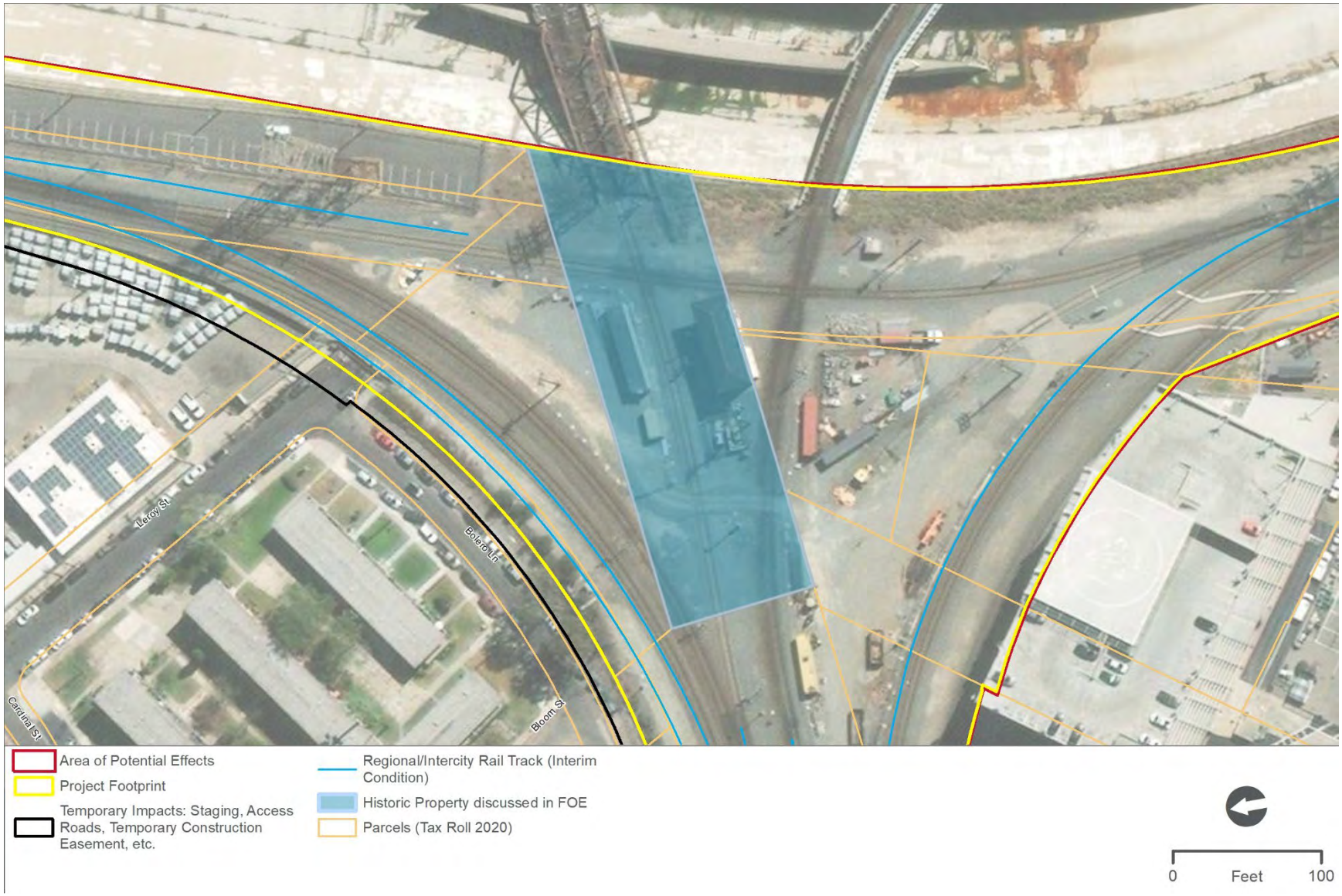
Figure 5-36. Mission Tower Historic Property Boundary and the Build Alternative



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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

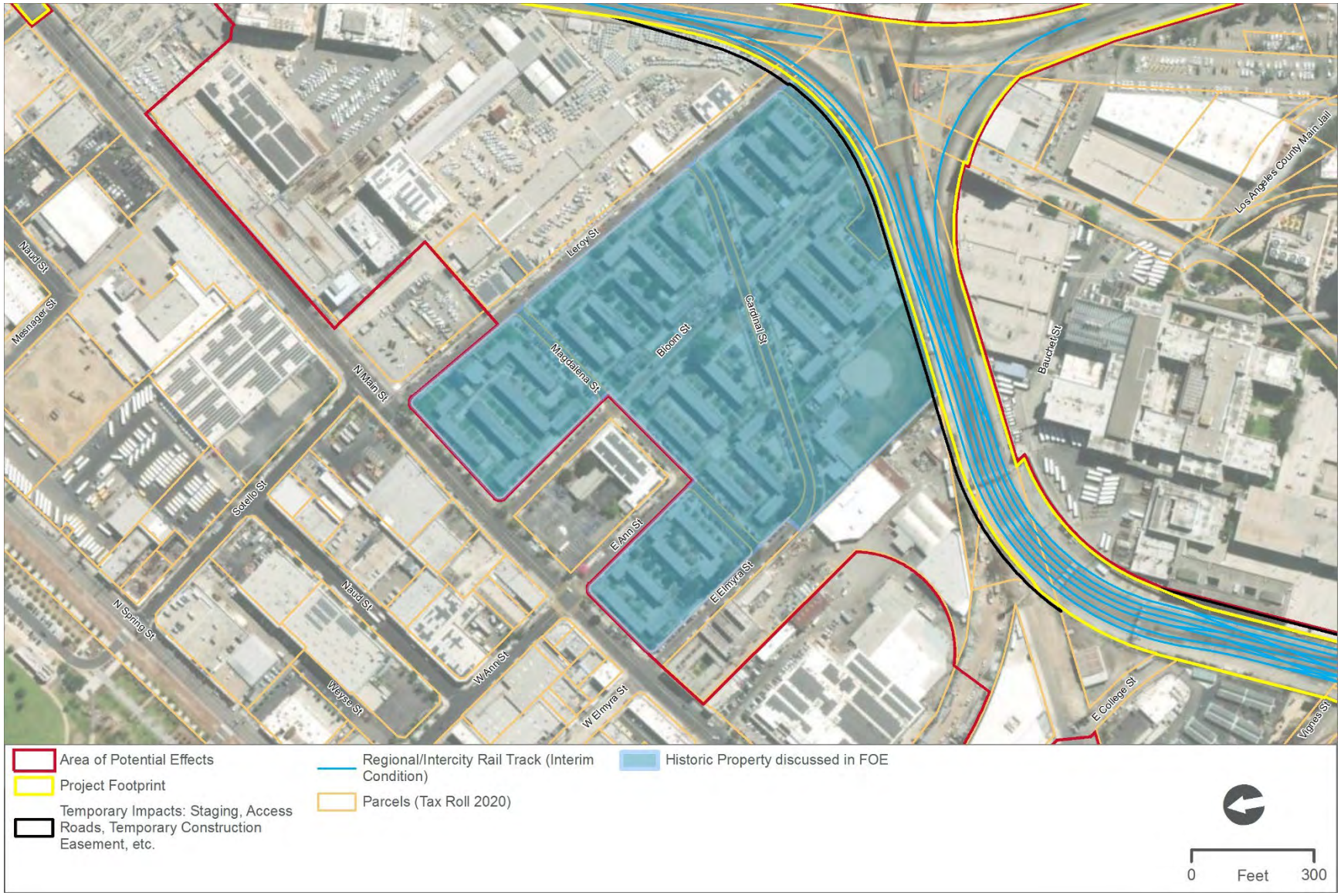

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Figure 5-38. William Mead Homes Shadow Analysis – Model Overview

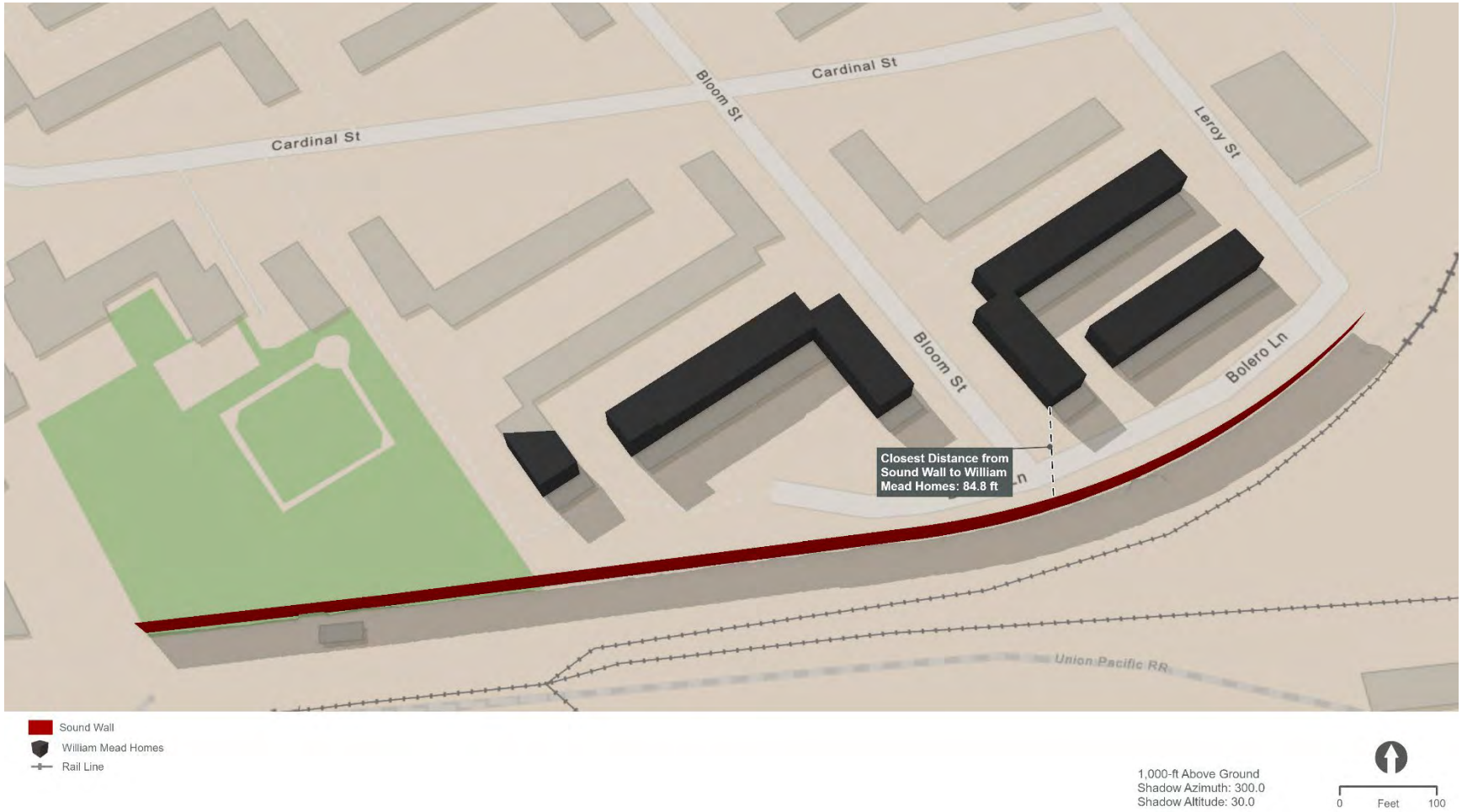

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Figure 5-39. William Mead Homes Shadow Analysis – Median Extent During Morning Hours

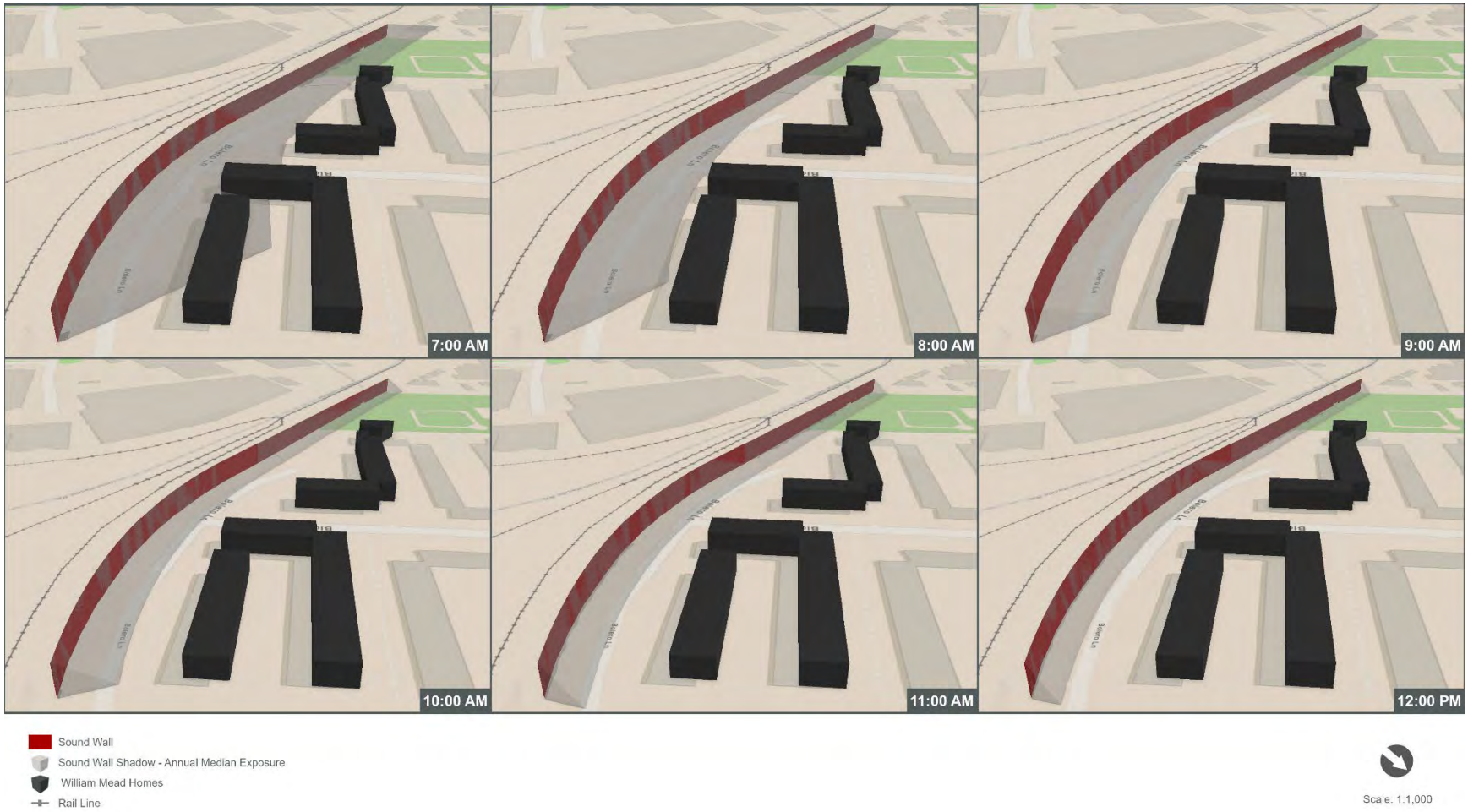

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Figure 5-40. William Mead Homes Shadow Analysis – Median Extent During Afternoon Hours

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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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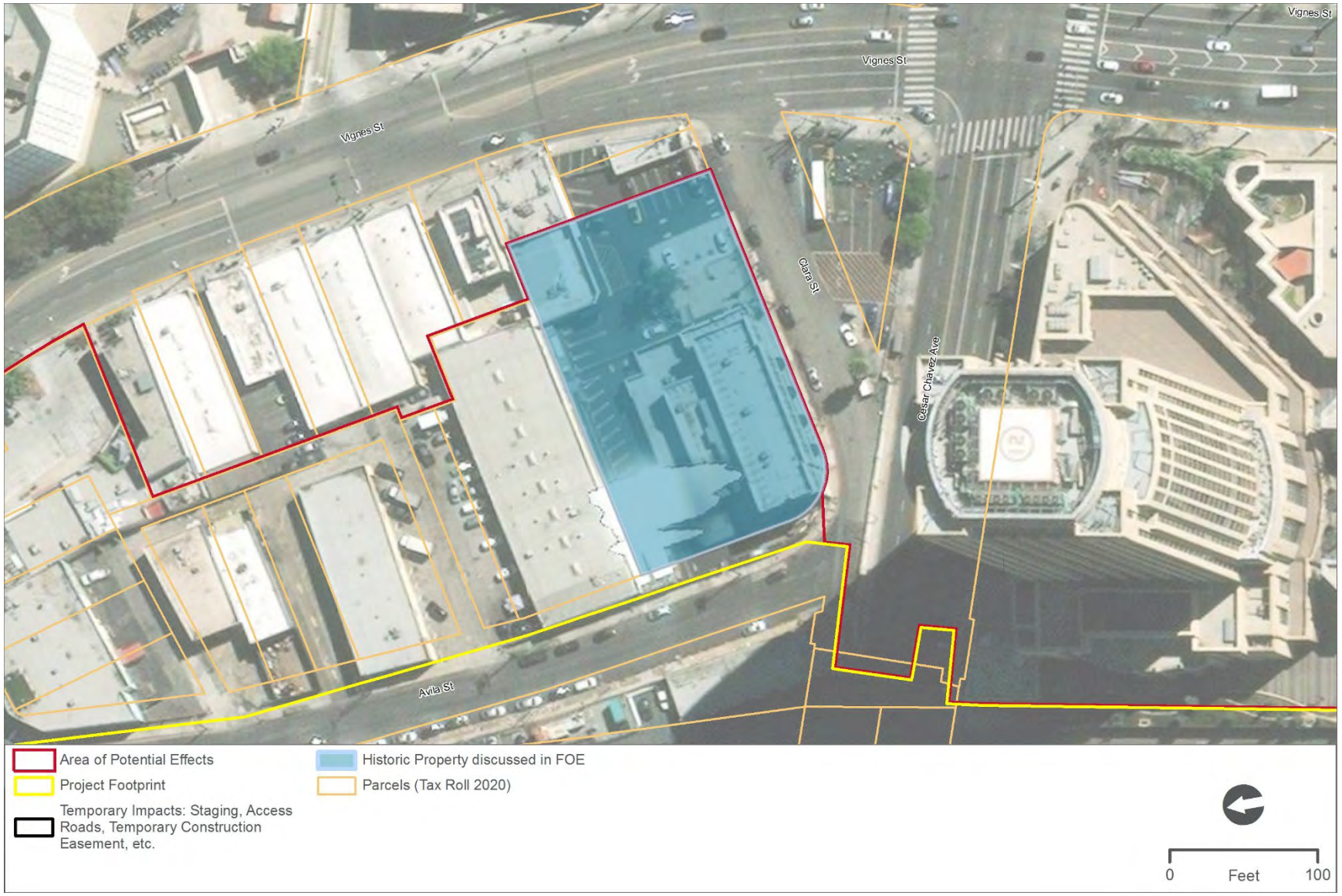
Figure 5-42. Macy Street School Historic Property Boundary and the Build Alternative



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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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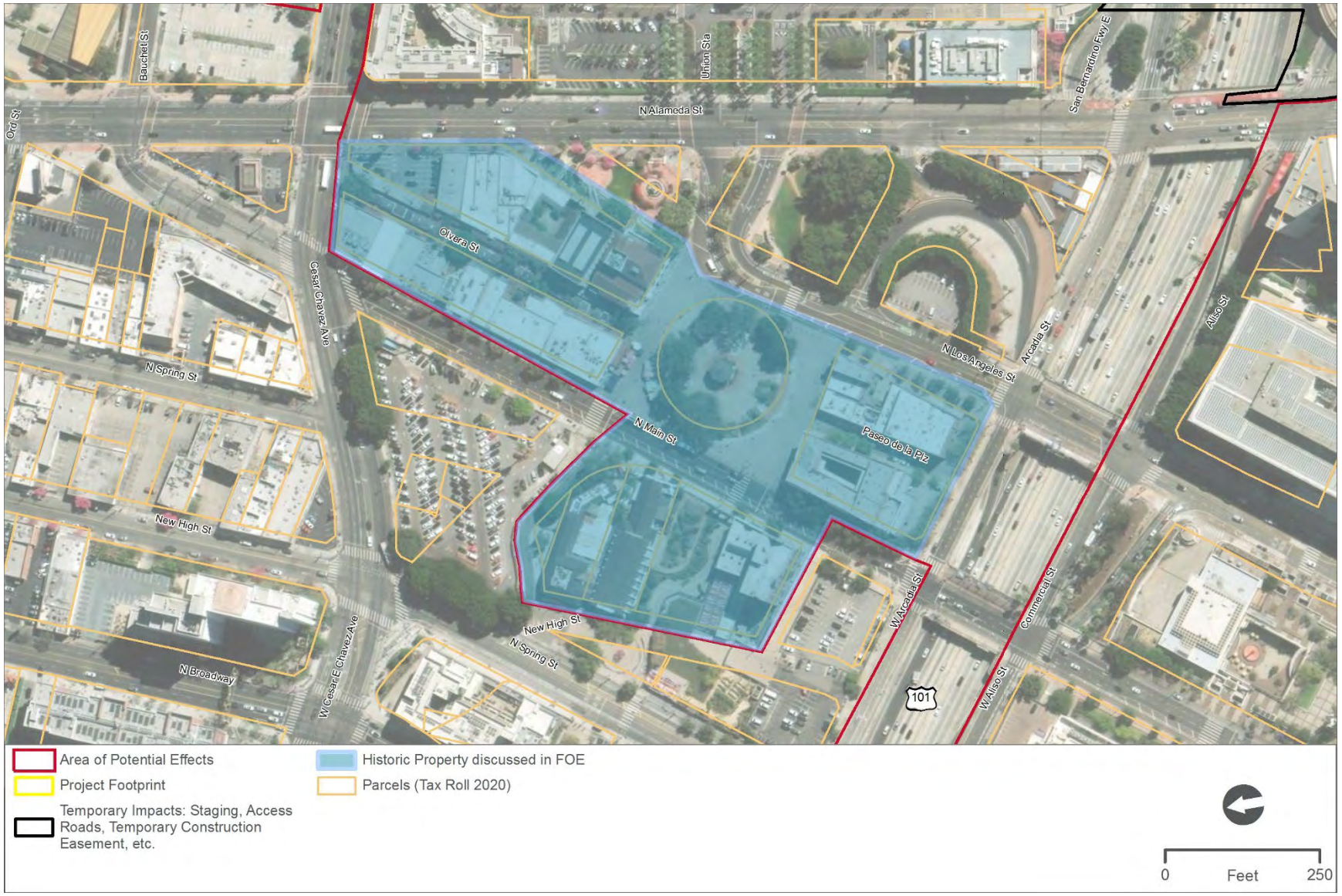
Figure 5-43. Los Angeles Plaza Historic District Historic Property Boundary and the Build Alternative



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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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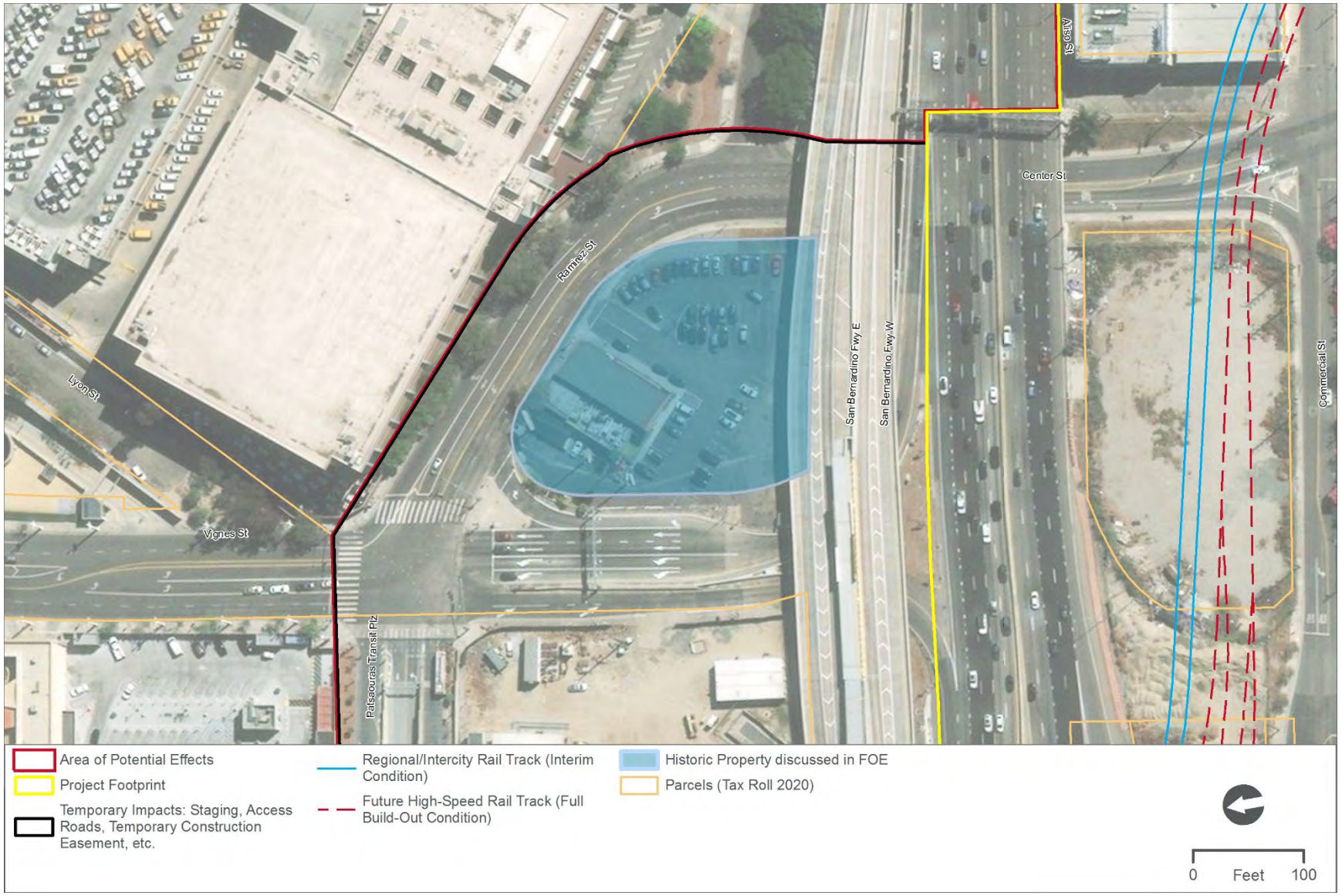
Figure 5-44. Denny's Restaurant Historic Property Boundary and the Build Alternative



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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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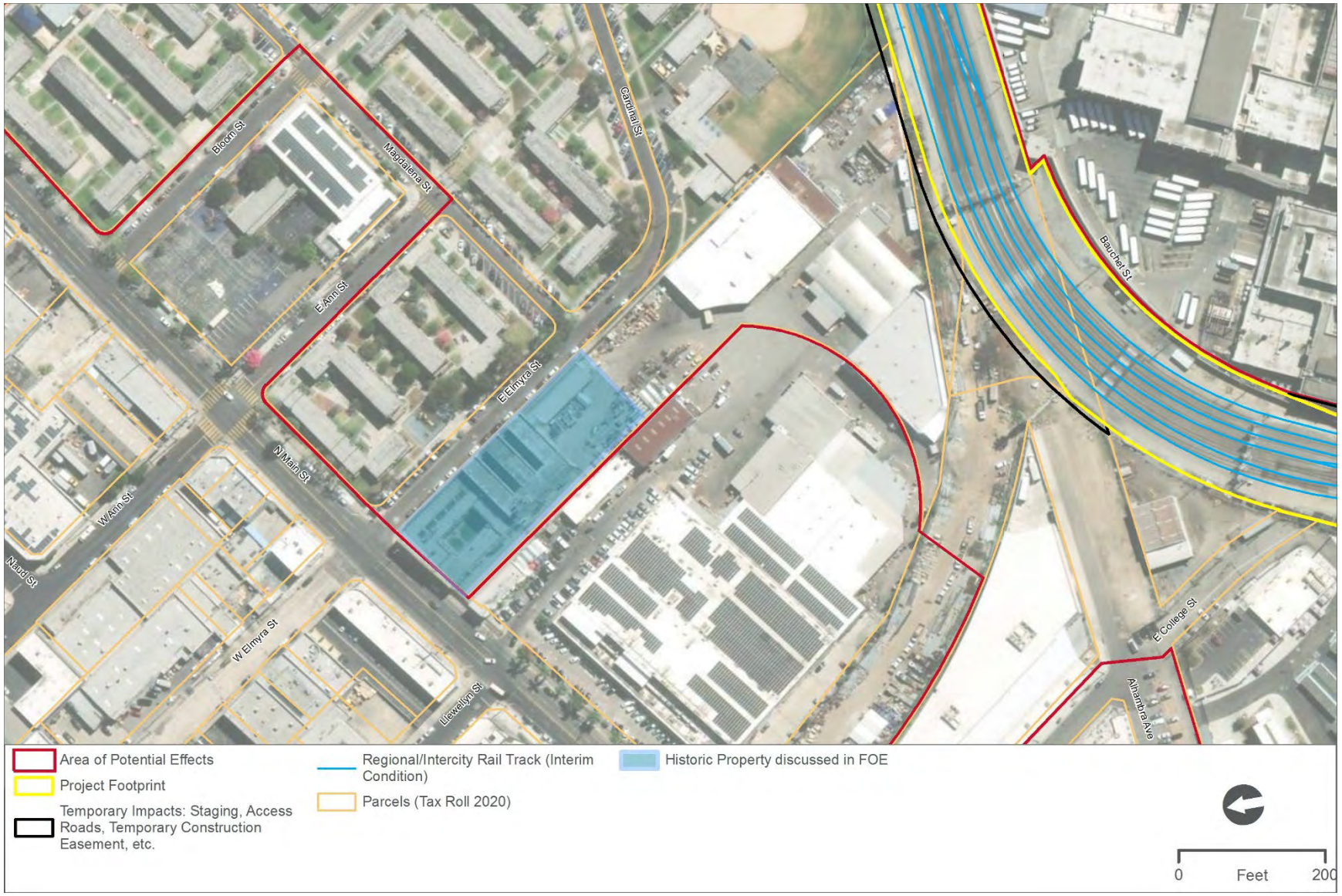
Figure 5-45. Kelite Factory Plant No. 1 Historic Property Boundary and the Build Alternative



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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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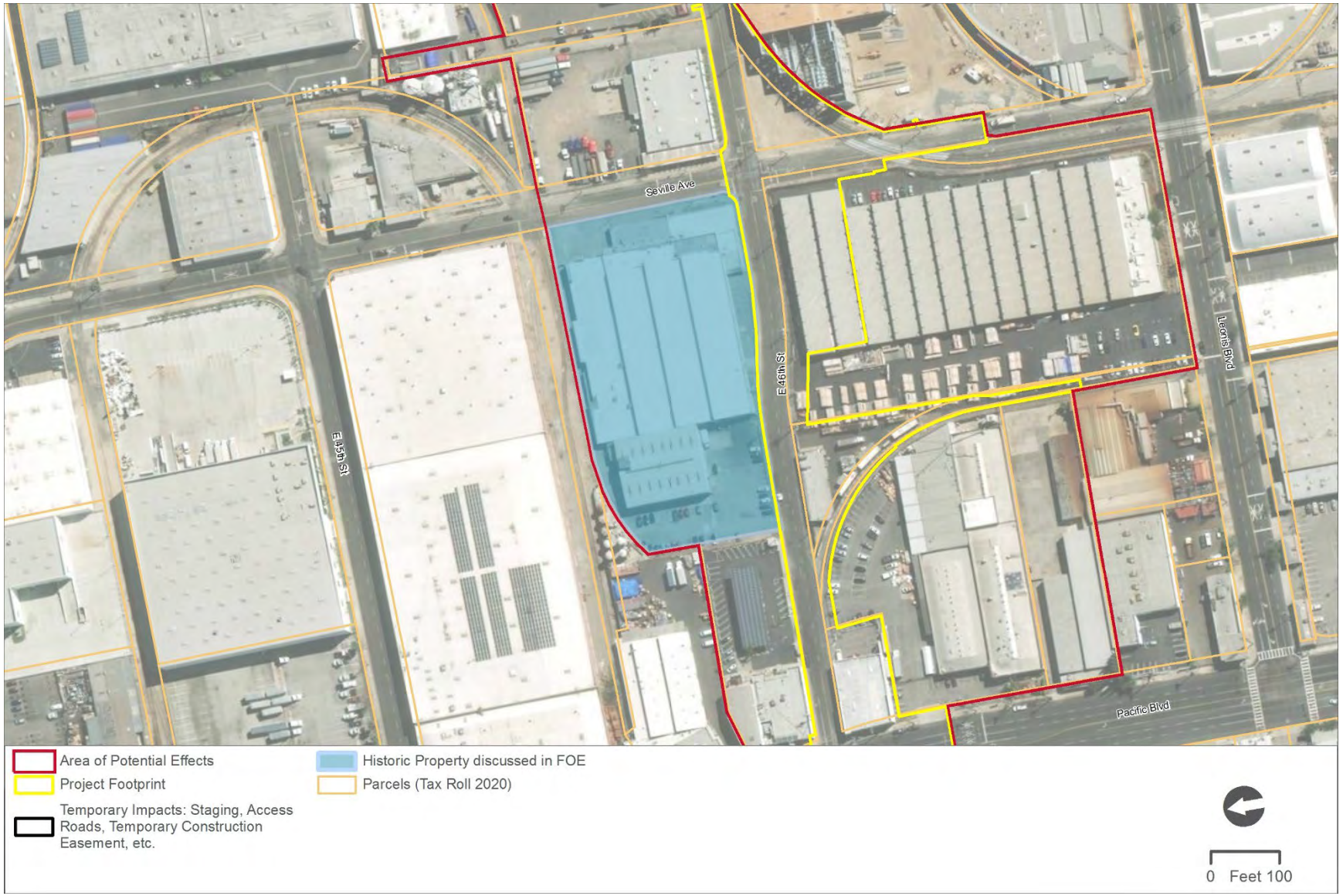
Figure 5-46. Solar Manufacturing Corporation Building Historic Property Boundary and Malabar Yard Railroad Improvements



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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

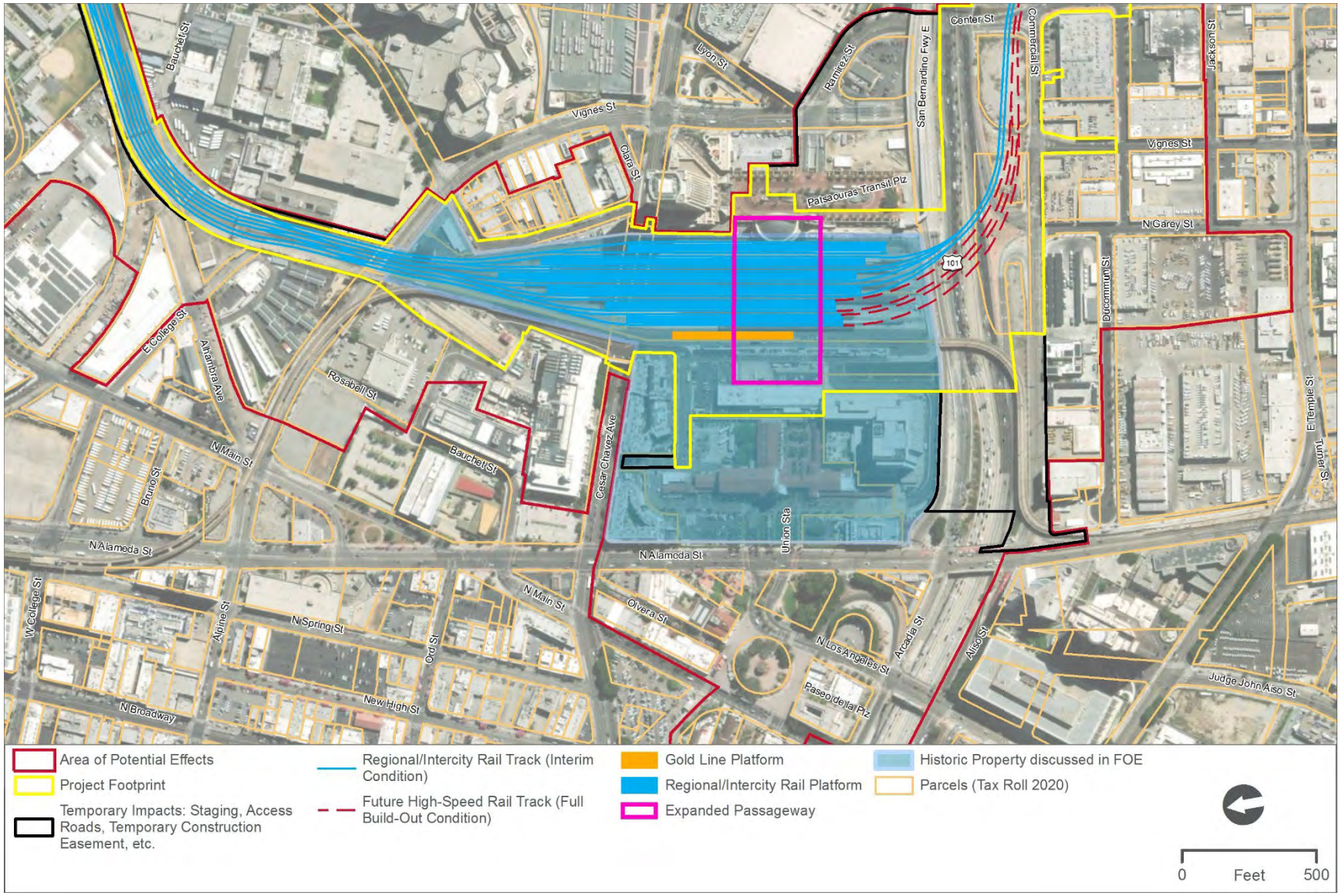

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Figure 5-48. Area South of Los Angeles Union Station Platforms and South Retaining Wall, Existing Conditions (View North)

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

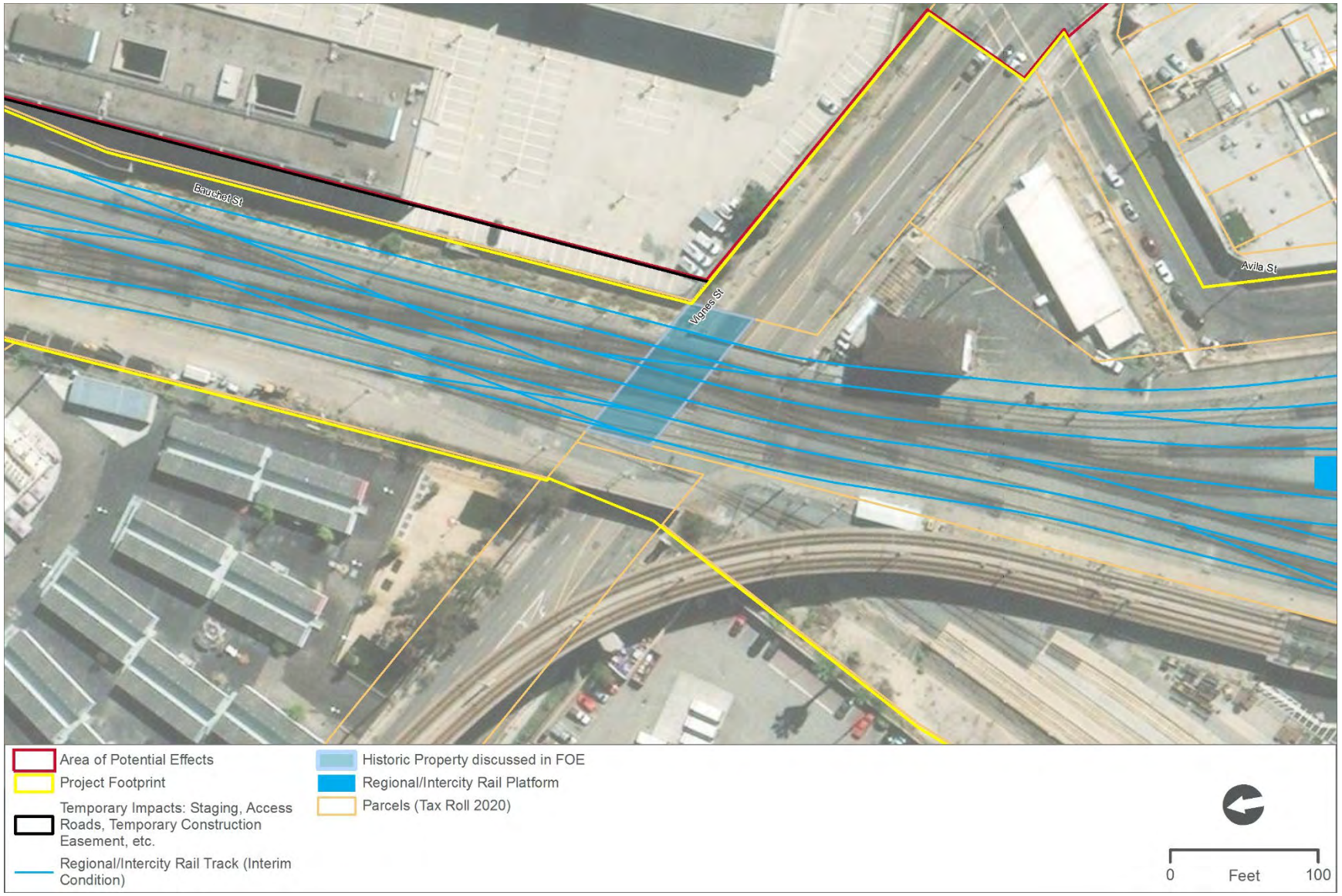

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Figure 5-57. Vignes Avenue Undercrossing, Existing Conditions (View Looking East)

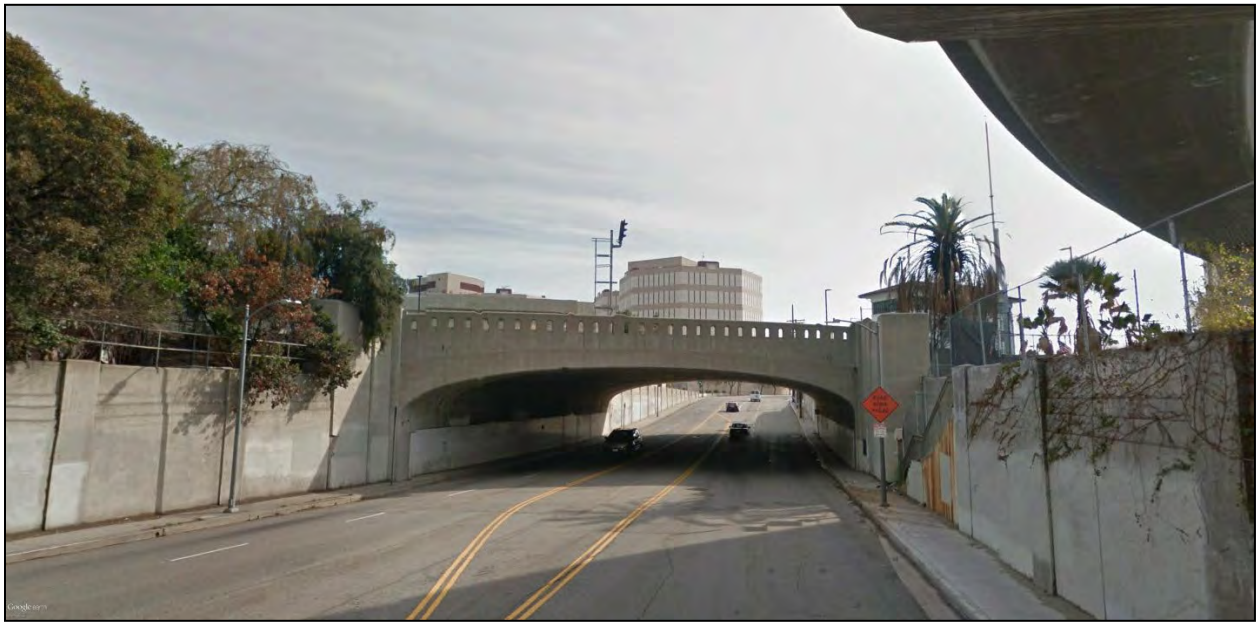

Figure 5-58. Vignes Avenue, Visual Simulation of Post-Project Conditions with the Build Alternative (View Looking East)

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

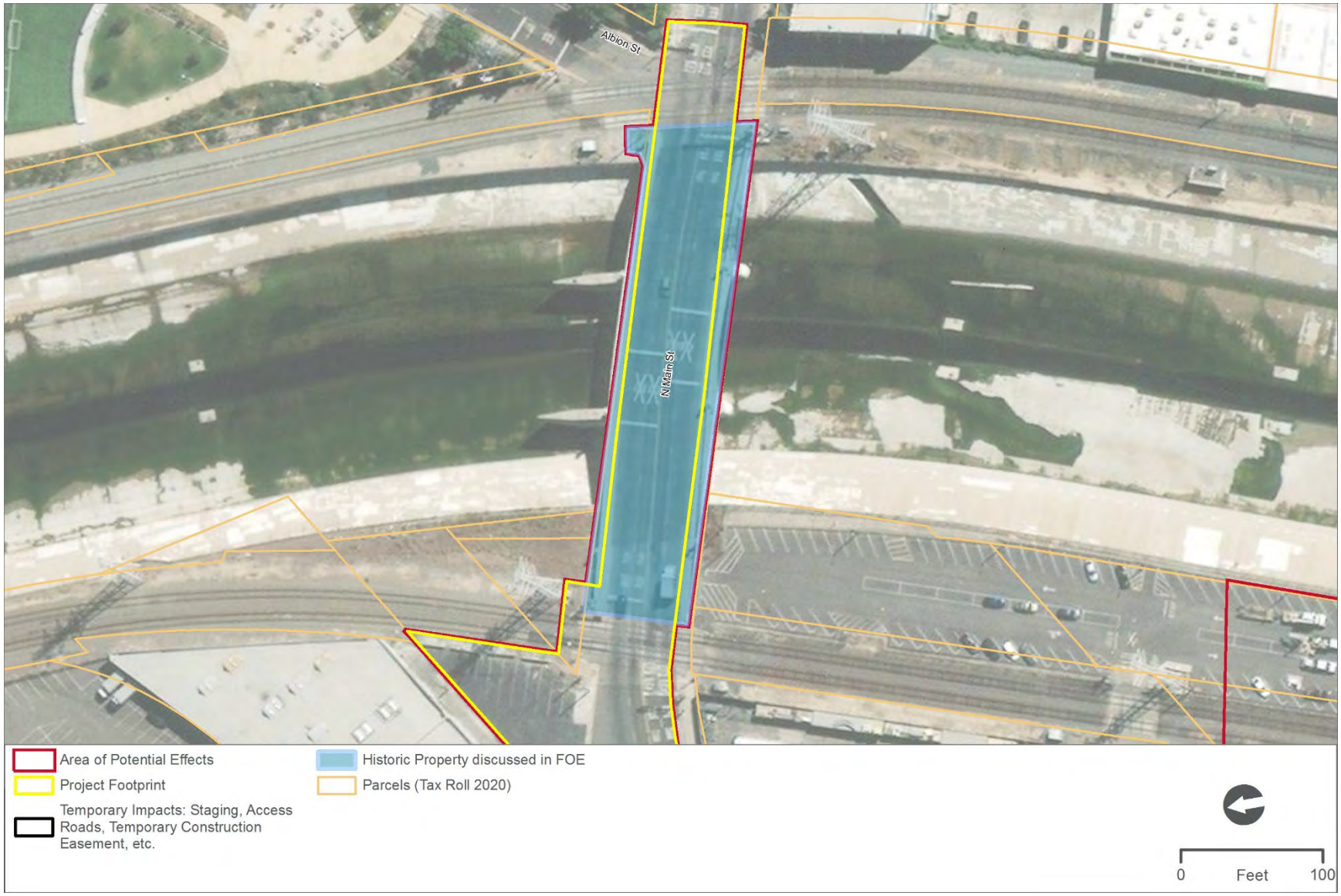

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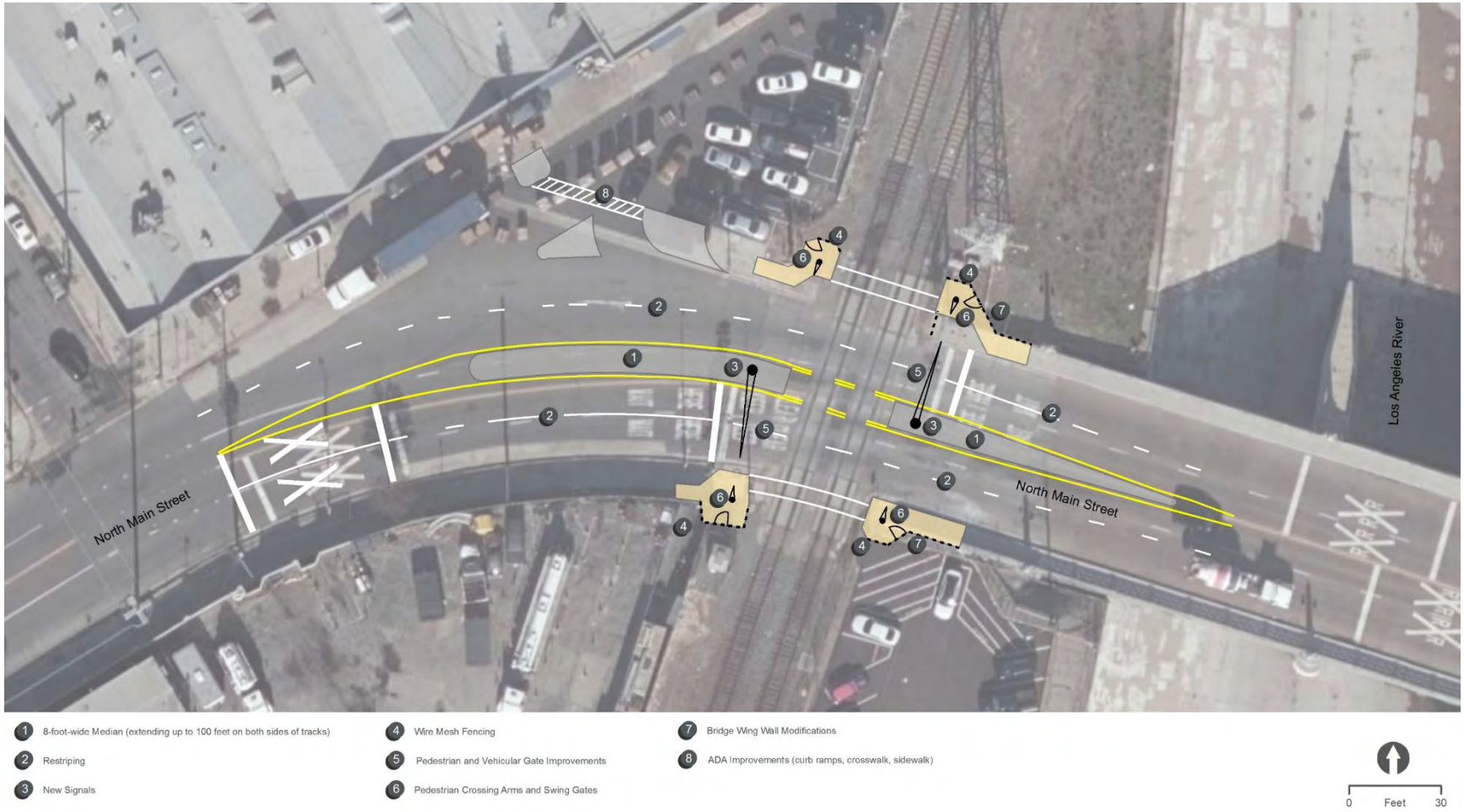
Figure 5-60. Safety Improvements at the Main Street At-Grade Public Crossing



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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 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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Appendix A:
Area of Potential Effects Map

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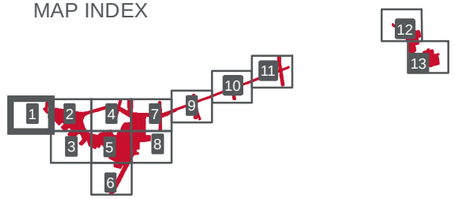
MAP INDEX



LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 15 North Main Street Bridge (Bridge # 53C 1010)

AREA OF POTENTIAL EFFECTS

0 Feet 200

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CALIFORNIA High-Speed Rail Authority

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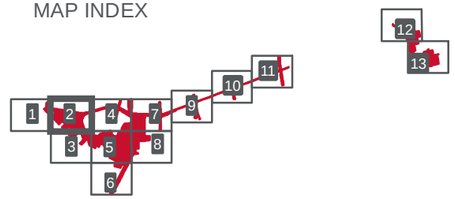

LEGEND

- Area of Potential Effects
- Built Environment 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)

AREA OF POTENTIAL EFFECTS

0 Feet 200

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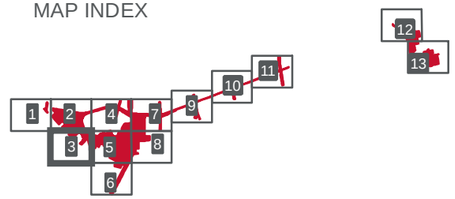

LEGEND

- Area of Potential Effects
- Built Environment 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)

AREA OF POTENTIAL EFFECTS

0 Feet 200

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CALIFORNIA High-Speed Rail Authority

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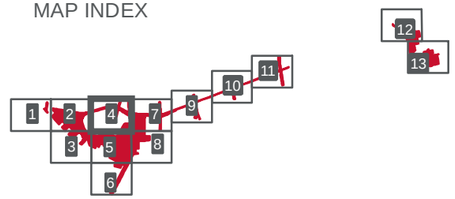

LEGEND

- Area of Potential Effects
- Built Environment 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)

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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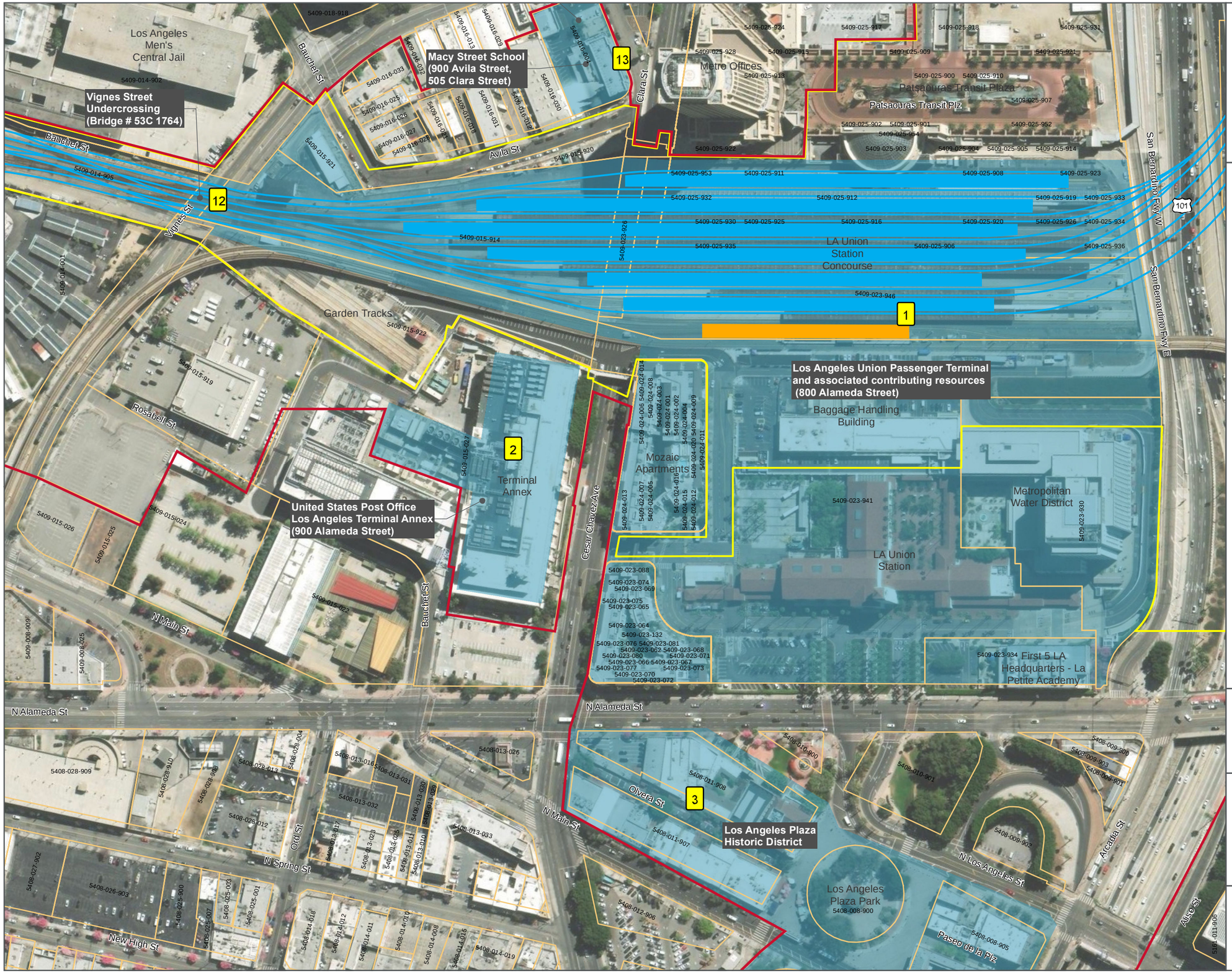

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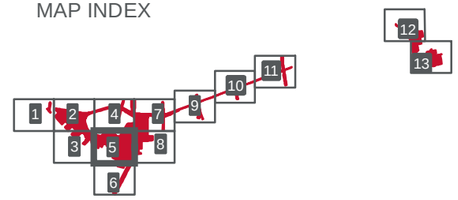

LEGEND

- Area of Potential Effects
- Built Environment 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 District
- 12 Vignes Street Undercrossing (Bridge # 53C 1764)
- 13 Macy Street School (900 Avila Street, 505 Clara Street)

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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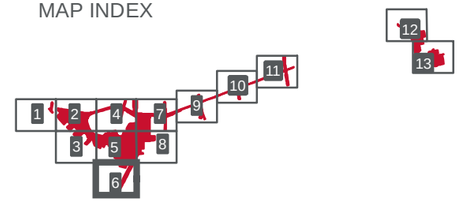

LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 3 Los Angeles Plaza Historic District

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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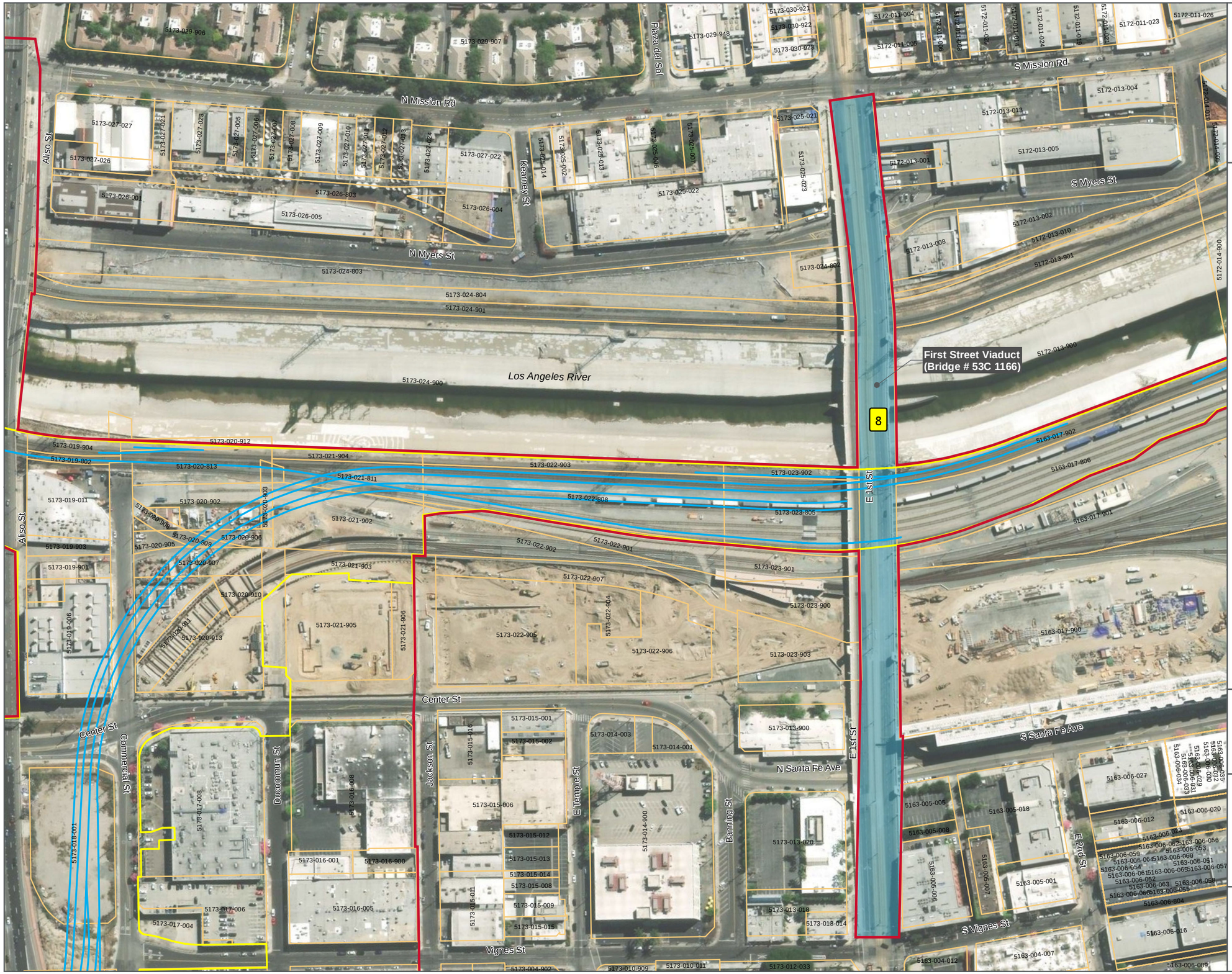

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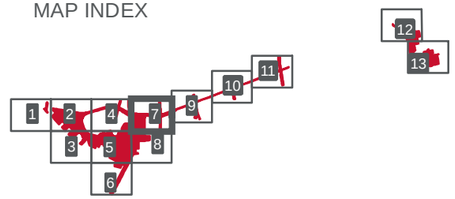

LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 8 First Street Viaduct (Bridge # 53C 1166)

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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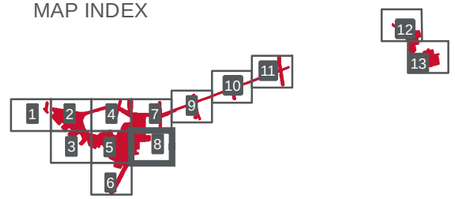

LEGEND

- Area of Potential Effects
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track

AREA OF POTENTIAL EFFECTS

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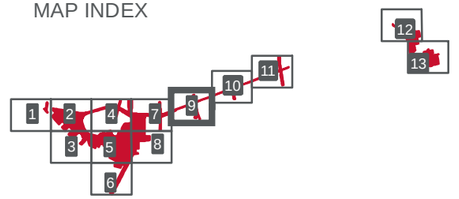

LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed Track
- 9 Fourth Street Viaduct (Bridge # 53C 0044)

AREA OF POTENTIAL EFFECTS

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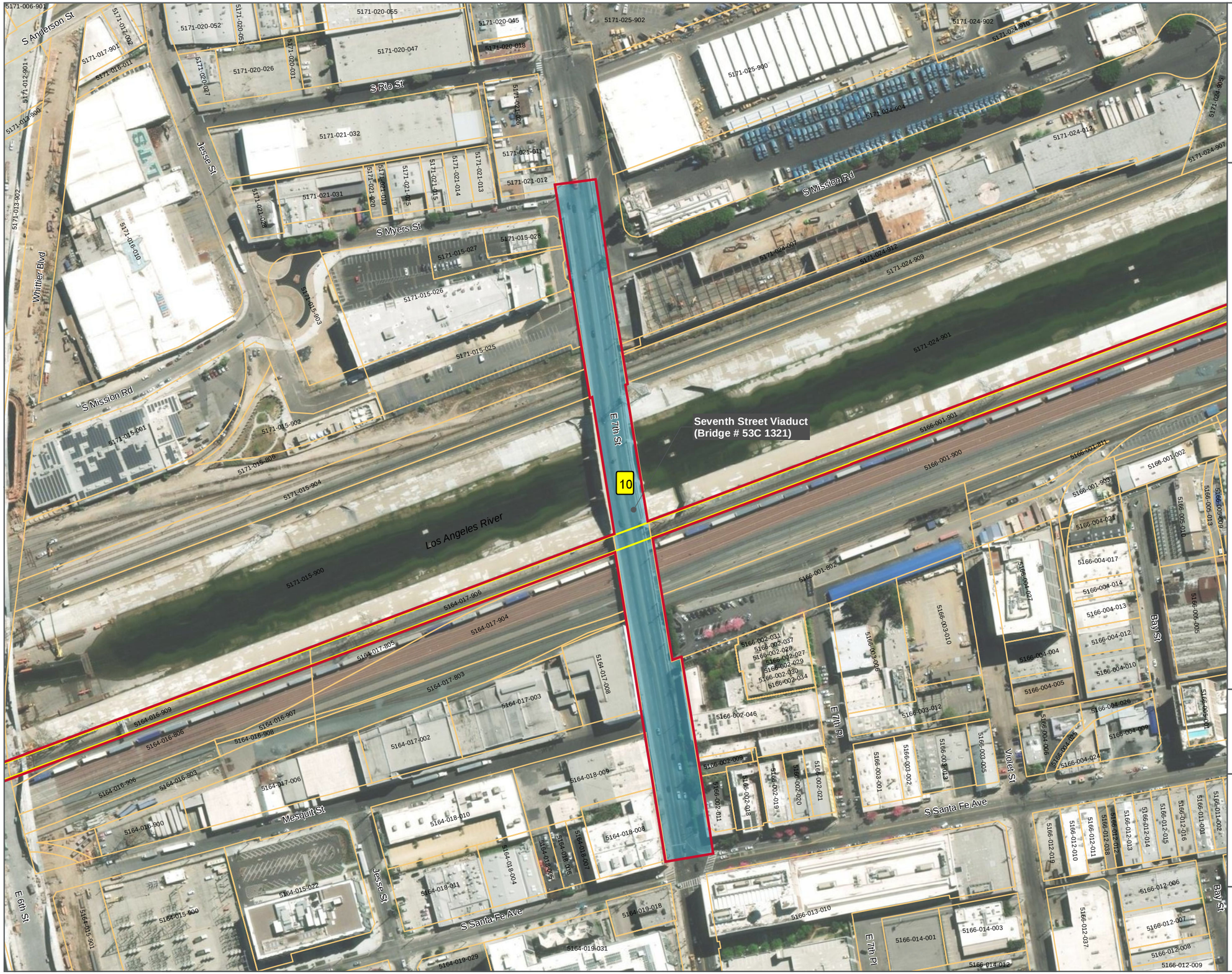

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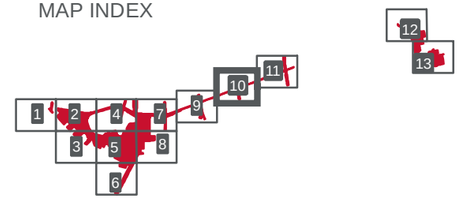

LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 10 Seventh Street Viaduct (Bridge # 53C 1321)

AREA OF POTENTIAL EFFECTS

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CALIFORNIA High-Speed Rail Authority

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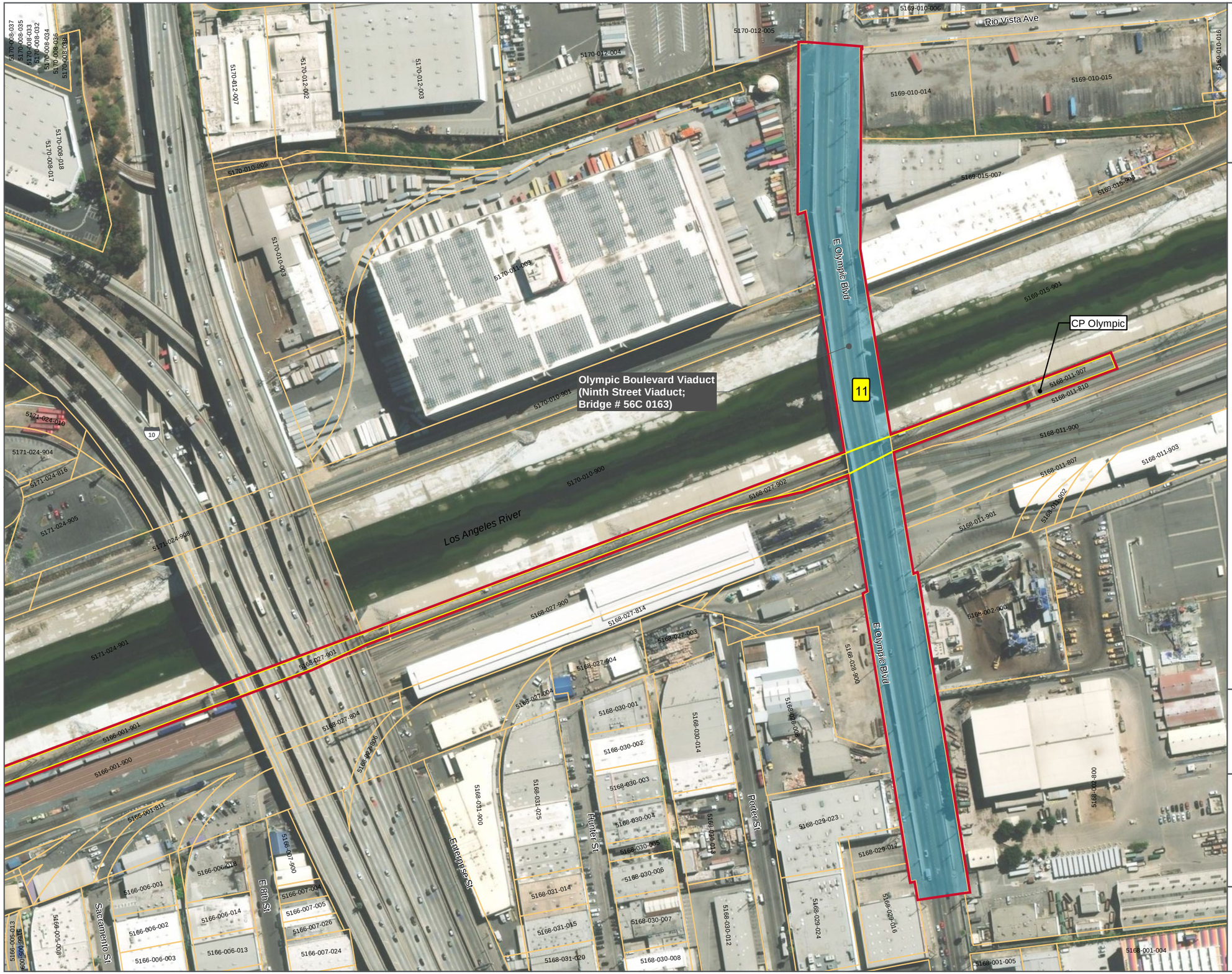

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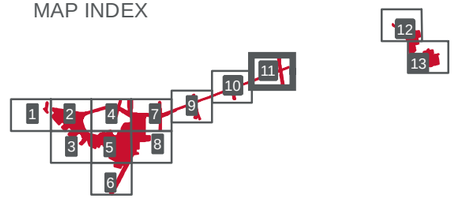

LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- 11 — Olympic Boulevard Viaduct (Ninth Street Viaduct; Bridge # 56C 0163)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

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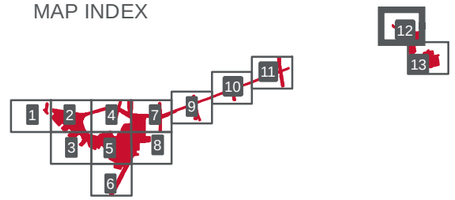

LEGEND

- Area of Potential Effects
- Built Environment Historic Property
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed New Track
- 16 — Solar Manufacturing Corporation Building (4553 Seville Avenue)

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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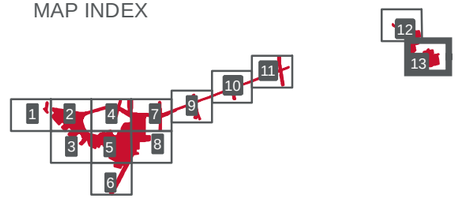

LEGEND

- Area of Potential Effects
- Parcels (Tax Roll 2020)
- Project Footprint
- Proposed New Track

AREA OF POTENTIAL EFFECTS

0 Feet 200

0 Meters 50

CALIFORNIA High-Speed Rail Authority

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Appendix B:
State Historic Preservation Officer Concurrence Letter Set

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State of California • Natural Resources Agency Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION Armando Quintero, *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

June 28, 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: Reduction to Project Footprint and Supplemental Identification Effort 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 Supplemental Cultural Resource Report (SCRR) for the project.

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 FRA previously delineated an area of potential effect (APE) in consultation with SHPO and properties within the APE were identified and evaluated for listing in the National Register of Historic Places (NRHP). In August of 2018, the FRA consulted with the SHPO regarding 15 properties (14 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the APE that were determined to be either listed or eligible for listing in the NRHP. The SHPO concurred on September 27, 2018.

Subsequent changes to the project design resulted in an expansion of the APE in conjunction with the North Main Street Bridge and Burlington Northern Santa Fe (BNSF) West Bank Yard, in the City of Los Angeles, and BNSF Malabar Yard, in the City of Vernon. In December of 2020, CHSRA consulted with the SHPO regarding the identification of two additional built environment resources within the APE that were determined to be eligible for listing in the NRHP. The SHPO concurred on February 10, 2021.

As part of its effort to identify historic properties the CHSRA identified one property within the revised APE that was previously determined eligible for the NRHP, the Kelite Factory Plant No. 1 located at 1250 Main Street in Los Angeles. The CHSRA also identified one additional property, 934 Avila Street, and determined that it was not eligible for the NRHP.

Cultural resource investigations in support of recent projects at or near LAUS have also expanded the boundaries of archaeological site CA-LAN-1575/H and identified additional features from the historic period, resulting in the recommendation that the Spanish-Mexican Period be included as a period of significance of this site. Documentation provided by the California Department of Transportation regarding the discovery of Native American burials in 2017 during utility trenching along Commercial Street, within the expanded boundaries of CA-LAN-1575/H, confirms previous assessments regarding the high archaeological sensitivity of the Link US Project Footprint.

Based on review of the submitted documentation I have the following comments:

- The APE as currently delineated appears adequate.
- The SHPO concurs that 934 Avila Street is not eligible for the NRHP.
- The SHPO can agree with the adequacy of CHSRA's supplemental efforts to identify and evaluate historic properties based on the level of documentation submitted. However, based on the high level of archaeological sensitivity documented in the APE, the SHPO anticipates that FRA will likely continue consultation with the SHPO and other consulting parties on the development of an agreement document to address potential, yet to be identified, historic properties (archaeological) for this undertaking.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

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
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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*
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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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Section 106 Consultation

This appendix presents a summary table and documentation of Section 106 consultation that has occurred since the State Historic Preservation Officer (SHPO) concurred with the identification of historic properties documented in the *Link US Historic Property Survey Report* (2018) on September 27, 2018. Additional consultation regarding the identification of historic properties is documented in the *Link US Supplemental Cultural Resource Report* (2020), and the *Link US Second Supplemental Cultural Resource Report* (2023), which received concurrence from SHPO on February 10, 2021, and June 28, 2023, respectively.

Consultation specific to project effects and resolution of adverse effects is currently ongoing with federal, state, and local government agencies, Native American Tribes, and other consulting parties.

Table 1. Link Union Station Project – Section 106 Consultation Regarding Effects on Historic Properties

Consulting Party	Method of Contact	Date	Response Received
Public Agencies			
California Department of Transportation (Caltrans)	Letter from Ronald Kosinksi, Deputy District Director	3/4/2019	In a letter to Metro commenting on the Link US Draft Environmental Impact Report (EIR) regarding Archaeological Site CA-LAN-1575/H, Caltrans stated that: • The portion of archaeological site CA-LAN-1575/H that extends within Caltrans ROW is a State-owned Historical Resource. • Pursuant to requirements in PRC 5024(f), Caltrans will require consultation with SHPO regarding the potential for the project to affect CA-LAN-1575/H.
	Email from Claudia Harbert, Cultural Resources Supervisor	1/13/2020	In an email, Caltrans stated that they had no comment on the Supplemental Cultural Resources Report, and did not wish to meet to discuss project updates. Comments regarding the Finding of Effect are pending.
	Memorandum from Caprice “Kip” Harper, Environmental Scientist	11/9/2020	After review of the updated Supplemental Cultural Resources Report, Caltrans stated that they have no additional comments since the new areas added to the APE are outside of Caltrans right-of-way.
	Memorandum from Caprice “Kip” Harper	3/4/2021	After reviewing the Draft Finding of Effect, Caltrans noted that early planning efforts have resulted in a reduced depth of disturbance for the run-through tracks structure along the Commercial Street Corridor and had the following recommendations about the draft mitigation measures contained in Appendix E of the Draft Finding of Effect: • HIST-4: The Cultural Resources Mitigation and Monitoring Plan (CRMMP) and Historic Properties Treatment Plan (HPTP) should include measures for other previously unknown archaeological sites that may not be part of CA-LAN-1575/H depending on their nature (for example, any archaeological deposits discovered on Commercial Street). • HIST-5: Caltrans staff would like the opportunity to comment on a Public Participation or Outreach Plan for CA-LAN-1575/H.

Consulting Party	Method of Contact	Date	Response Received
	Memorandum from Caprice "Kip" Harper	5/4/2023	After reviewing the Second Supplemental Cultural Resource Report, Caltrans provided the following comments: • 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. • 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.
	Memorandum from Caprice "Kip" Harper	7/12/2023	After reviewing the Draft Finding of Effect Report, Caltrans provided the following comments regarding the evaluation of effects to historic properties within or immediately adjacent to Caltrans right-of-way: • Caltrans concurs with CHSRA's finding of adverse effect on archaeological site CA-LAN-1575/H. • Caltrans concurs with CHSRA's finding that the proposed alterations to the LAUS south retaining wall would meet the criteria of adverse effect, even though LAUS would still retain sufficient integrity to be listed in the NRHP. • Caltrans can provide copies of recent cultural resource studies (a research design and a monitoring report) that could be used to inform the Archaeological Treatment Plan to be prepared for the Project. • Caltrans recommends that CUL-1, the proposed mitigation measure for archaeological historic properties, be revised to reference the California Office of Historic Preservation's 1993 "Guidelines for the Curation of Archaeological Collections".

Consulting Party	Method of Contact	Date	Response Received
			• Caltrans agrees with the inclusion of the LAUS south retaining wall in the review for required Historic American Building Survey documentation, as proposed in CUL-2. • Caltrans requests to be kept informed about the outcome of consultation with Native American Tribes. • Acquisition of the parcel in Caltrans right-of-way 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.
City of Los Angeles Office of Historic Resources (OHR) and Cultural Heritage Commission (CHC)	In-person meeting. Representatives present: • Ken Bernstein, Principal City Planner • Lambert Giessinger, City Planner	8/14/2018	• The City of Los Angeles OHR was interested if the LAUS tracks would be in the same scheme as they are now. When told they would be elevated 15 feet, OHR asked if the El Monte Busway could be lowered instead. • OHR asked how the above-grade concourse option originated and was told it was because the Metro Board wanted to see an alternative with a lower cost, which is largely driven by phasing train traffic while the rail yard is elevated. • OHR asked if the elevated concourse would be visible from a particular vantage point. • OHR asked if both alternatives and options would result in an adverse effect and was told direct adverse effects are the same for both at-grade and above-grade concourse options at LAUS, but the dedicated track alternative would have a greater effect on William Mead Homes than would the shared track alternative. • OHR was concerned that there would be an experiential difference at LAUS with the procession through an at-grade concourse, similar to current conditions, versus the above-grade concourse, which is more futuristic and more like an airport terminal. OHR stated that while opinions varied between

Consulting Party	Method of Contact	Date	Response Received
			staff, they generally preferred the at-grade concourse option over the above-grade option. • OHR was concerned that the above-grade concourse option was very different, first going up to a "spaceship," then down to the tracks. • OHR wondered if the concourse could not stay under the platforms by dropping pilings and scooping out the soil. • OHR was concerned that, like Los Angeles International Airport, continual extensions to LAUS over time would result in inconsistent designs. • OHR asked if the California HSR project went away, would Link US still go forward, and Metro responded yes.
	Email from Ken Bernstein	5/11/2023	Mr. Bernstein stated that OHR had reviewed the Second Supplemental Cultural Resource Report and has no comments.
	Virtual meeting. Representatives present: • Ken Bernstein (OHR) • Lambert Giessinger (OHR) • Barry Milofsky (CHC) • Richard Barron (CHC)	6/29/2023	The City of Los Angeles OHR/CHC had the following questions/comments: • OHR/CHC asked whether the Project included adding fencing to the 5 viaducts across the Los Angeles River, which would be an impact to those properties. CHSRA clarified that the Link US Project does not include any physical impacts to the bridges, only track work underneath them. The implementation of protective barriers for High-Speed Rail is part of a separate undertaking. • OHR/CHC requested that Metro and CHSRA explore partial retention of the existing pedestrian passageway as a feature along the south wall of the new concourse. The north wall of the tunnel could be sensitively opened up to engage the new concourse and perhaps adaptively reused as a commercial venue for the new concourse. OHR/CHC also asked whether the construction of the pedestrian passageway would trigger new Historic Building Code requirements to be met at the station. • OHR/CHC requested that Metro and CHSRA explore rehabilitation options that preserve significant features of the Cesar Chavez Avenue Undercrossing structure such as the abutments and approach walls (east and west sides). They realize that the tunnel itself may have to be reconstructed due to the placement of new tracks above and the remaining walls strengthened from behind.

Consulting Party	Method of Contact	Date	Response Received
			• OHR/CHC requested that Metro and CHSRA explore design alternatives to the proposed safety enhancements at North Main Street Bridge that do not visually impact the historic character of the bridge. • If rail yard Platform 7 does not have run-through capability, why does it need to be raised? • OHR/CHC asked for more information regarding avoidance measures and other alternatives that were considered in planning prior to development of the proposed draft mitigation measures. • OHR/CHC asked whether listing the Cesar Chavez Avenue Undercrossing separate from the LAUS Passenger Terminal would be better for its preservation and protection as a historic resource.
Housing Authority of the City of Los Angeles (HACLA)	In-person meeting. Representatives present: • Jonathan Nguyen • Ana Fe Santa Ana • Jenny Scanlin, Chief Development Officer • Dhiraj Narayan, Officer	8/14/2018	HACLA indicated that its primary interest is to protect the William Mead Homes property from further encroachment that could disturb the residents. Residents are concerned that their comments won't be heard during the process, so she wants to make sure they are involved since they are nervous about the project as it is.
	Emails from Marisela Ocampo, Director of Housing Services and Kelly Ta, Construction Project Assistant	5/8/2023, 5/10/2023	• After reviewing the Second Supplemental Cultural Resource Report, 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. • HDR provided information about Project activities near William Mead Homes and confirmed that the property's eligibility status is reflected in Project documentation. • HACLA stated that it looked forward to meeting once the Project's Finding of Effect is circulated to consulting parties.

Consulting Party	Method of Contact	Date	Response Received
	Virtual meeting. Representatives present: • Marisela Ocampo • Jonathan Nguyen • Jenny Scanlin • Ani Chatalyan • Kelly Ta • Francisco Perez • Zoe Kranemann • Nina Liou (consultant to HACLA)	6/27/2023	• 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, what effects would a 20-foot sound wall have on allowing natural sunlight onto the site? HACLA requested a sun study to examine these effects. • HACLA expressed concern over the vibrations from the use and expansion of the tracks due to the High-Speed Rail and the potential impact to its buildings and foundations. This could have a negative impact on the historic nature of our property and may add expense to any new construction project in the future.
City of Vernon	In-person meeting. Representative present: Daniel Wall, Director of Public Works	4/22/2020	The City of Vernon requested to participate in the Section 106 process as a consulting party. HDR requested the City provide additional information about NHRP properties.
	Email from Daniel Wall	7/22/2020	The City of Vernon responded in an email that they had no further information about NHRP-eligible properties within the City.
	Phone call with Daniel Wall	5/10/2023	Mr. Wall stated that he had reviewed the Second Supplemental Cultural Resource Report and that the City of Vernon has no comments.
Organizations			
Los Angeles Conservancy	In-person meeting. Representative present: Adrian Fine, Director of Advocacy	8/13/2018	• The Los Angeles Conservancy was interested to know how indirect effects would be determined and if there were any threshold criteria. • The Conservancy wanted to know the location of the dedicated HSR tracks near William Mead Homes for the build alternative being considered at that time.

Consulting Party	Method of Contact	Date	Response Received
			• The Los Angeles Conservancy was concerned that an above-grade concourse option would add indirect effects on LAUS and that the full range of adverse effects should be considered when determining a preferred alternative. • The Los Angeles Conservancy asked which would be the preferred alternative under CEQA.
	Email to Adrian Fine	12/30/2019, 1/9/2020	HDR sent an email request to Adrian Fine to ask if the LA Conservancy would like to attend a meeting to discuss updates on the Link US EIS and to provide details on supplemental cultural resources work for the project. No response was received.
	Phone call to Adrian Fine	1/13/2020	HDR called Adrian Fine and was unable to leave a voice message extending the invite for a Section 106 focused meeting on the supplemental cultural resources work for the project, since the voice mailbox was full.
	Email to Adrian Fine	4/21/2023	HDR emailed Adrian Fine providing the Second Supplemental Cultural Resource Report for review. No response was received.
	Phone calls to Adrian Fine	4/24/2023, 5/5/2023, 5/11/2023	HDR called Mr. Fine and left voice messages. No response was received.
	Virtual meeting. Adrian Fine participated in the same meeting as the City of Los Angeles OHR and CHC.	6/29/2023	The Los Angeles Conservancy agreed with CHSRA's assessment of effects and asked for more information regarding avoidance measures and other alternatives that were considered in planning prior to development of the proposed draft mitigation measures.
Train Riders Association of California (TRAC)	Email from David Schonbrunn, President	4/26/2023	Mr. Schonbrunn stated that he had reviewed the Second Supplemental Cultural Resource Report and that TRAC has no comments regarding its contents. He stated that he believes the Cesar Chavez Avenue Viaduct to be historically significant and that the costs to replace it would be exorbitant.
	Email from David Schonbrunn	7/15/2023	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.

Consulting Party	Method of Contact	Date	Response Received

Los Angeles Union Station Historical Society (LAUSHS)	In-person meeting. Representatives present:
	• Tom Savio, Executive Director
	• Alan Weeks, Board Member
		8/13/2018	• LAUSHS requested to record the meeting, and FRA granted that request.
			• LAUSHS said they had a list of a number of features they would like to see preserved at LAUS.
			• LAUSHS was particularly concerned with what would happen to the Cesar Chavez Avenue Undercrossing, butterfly sheds, and benches and street lamps on the platforms.
			• LAUSHS would like to see improved seating, similar to the original wrought iron benches.
			• LAUSHS requested to see a 3-dimensional scale model of the build alternatives and relative costs.
			• LAUSHS said Architect John Parkinson's original design for LAUS had knockout panels for two additional parallel passageways to expand passenger capacity in the future, a practical solution, and would like to see that design considered.
			• LAUSHS said the "halo concept" for an above-grade concourse should be built underground, and save $2 billion.
			• LAUSHS referred to a California Rail News article by TRAC about Link US dated May-September 2017, recommending the following changes for the project, and asked that the article be passed on to FRA:
			  • Maintain connectivity to outdoor garden courtyards, waiting room, and ticketing areas
			  • Do not rebuild the LAUS platforms 15 feet higher because it would expose passengers in the new retail space to dust, vibration, and train noise from overhead tracks
			  • Use existing underutilized spaces for retail and food, including the former ticketing concourse (west end of LAUS) and by relocating the Amtrak baggage handling room
			  • Do not disregard travelers who are senior or have disabilities by demolishing the ramps and increasing the number of steps from 25 to 50
			  • Do not raise the platforms by 15 feet because they would be higher than the main line tracks and runaway trains could cause major accidents

Consulting Party	Method of Contact	Date	Response Received
			• Consider the intricate switches and trackwork around LAUS that must remain on flat ground • Add two new parallel passageways to increase capacity, as envisioned by the 1933 plans • LAUSHS also stated concerns with another unrelated Metro project and the design of the Metro Bike Hub service facility building. Additionally, and not related to historic properties, they noted hazardous materials contamination in the ground that could expose passengers to toxic chemicals.
	Letter to FRA from Tom Savio	9/3/2018	LAUSHS stated the following areas of concern: • At least one of the circa 1939 “umbrella” or “butterfly” sheds should be preserved and/or repurposed. • Elements of the original concrete platform ramps are worth preserving, especially the ones that spell out “S-T-A-T-I-O-N.” • Blue-plastic-coated seating should be replaced with any remaining circa 1939, turquoise-painted, curvilinear wrought-iron benches, or accurate replicas. • The two circa 1939 single-span, concrete “Roman Arch” bridges that carry the throat over Cesar Chavez Avenue and Vignes Street are architecturally and historically significant, and further research should be undertaken to determine their importance. Note: the Cesar Chavez Boulevard Undercrossing is within the boundary of the NRHP-listed LAUS, and the Vignes Street Undercrossing was determined eligible for the NRHP for its association with LAUS as a result of the Link US project. • The Link US above-grade concourse “Halo” would clash with the ambiance of LAUS and impede the flow of passengers. • By raising the train tracks by 16 feet for Link US, train passengers, including seniors and the disabled, would have to travel up and down much further than via today’s passageway and ramps. Future increase of passengers can be accommodated by opening and completing two hidden parallel pedestrian tunnels as planned in the original design of LAUS. • The proposed Link US design is driven by commercial prospects and not by passenger efficiency. The Link US design is unnecessary, impractical,

Consulting Party	Method of Contact	Date	Response Received
			aesthetically flawed, does not meet the traditional purpose of a railroad station, and will affect LAUS' historic environment and ambiance.
	Phone call to Tom Savio	5/5/2023	Mr. Savio stated that he had reviewed the Second Supplemental Cultural Resource 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.
	Virtual meeting. Representatives present: • Tom Savio	7/10/2023	• LAUSHS noted that they would like for the new Vignes Street and Cesar Chavez Avenue Undercrossings to replicate the historical "Roman arch" 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.
Los Angeles River Artist and Business Association	Email to Yuval Bar-Zemer, President	4/21/2023	HDR emailed Yuval Bar-Zemer providing the Second Supplemental Cultural Resource Report for review. No response was received.
	Phone calls to Yuval Bar-Zemer	4/24/2023, 5/5/2023, 5/11/2023, 6/19/2023	HDR called Mr. Bar-Zemer and left voice messages. No response was received.

Consulting Party	Method of Contact	Date	Response Received
Native American Tribes			
Gabrieleño Band of Mission Indians – Kizh Nation	In-person meeting. Representatives present: • Andrew Salas, Tribal Chairman • Matt Teutimez, Tribal Biologist	8/13/2018	• Tribal representatives of the Kizh Nation expressed concern that burials discovered by a Los Angeles Department of Transportation project near the location of the El Aliso tree (in the Commercial Street corridor) may be the remains of people who had a high status due to rich burial goods found in nearby contexts. • The Kizh Nation was also concerned that the area where Native American remains and burials may be encountered is much larger than the mapped site. • The Kizh Nation requested that the monitoring and treatment plans carefully analyze where construction may impact Native American remains and that the plans should emphasize a heightened sensitivity in the areas where Native American components may be present.
	Email to Andrew Salas	12/31/2019, 1/9/2020	HDR sent an email request to Andrew Salas to ask if the Kizh Nation would like to attend a meeting to discuss updates on the Link US EIS and to provide details on supplemental cultural resources work for the project. Mr. Salas replied that he would ask his staff to check his schedule. No further response was received to follow-up emails.
	Email from Andrew Salas and John Torres, Tribal Archaeologist	5/22/2023	Mr. Torres stated that he had reviewed the Second Supplemental Cultural Resource Report and that the Kizh Nation has no specific concerns regarding its contents.
	Virtual meeting. Representatives present: • Andrew Salas • Matt Teutimez	7/11/2023	• The Kizh Nation asked whether there would be any ground disturbance in the parking lot of the Denny's Restaurant. • The 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.

Consulting Party	Method of Contact	Date	Response Received
Tongva Ancestral Territorial Tribal Nation (TATTN)	Teleconference. Representative present: John Tommy Rosas.	8/14/2018	Mr. Rosas requested that archaeological testing occur prior to construction and recommended that in-situ preservation be considered.
	Email	9/12/2019	Metro received notification that John Tommy Rosas, who was the sole member of the TATTN, had recently passed away.
Gabrielino/Tongva Nation	In-person meeting. Representative present: • Sam Dunlap, Cultural Resources Director	8/13/2018	Mr. Dunlap expressed concern that the area where Native American remains and burials may be encountered is much larger than the mapped site. He noted the sensitivity of the Union Station area is well known to the tribe.
	Email to Sam Dunlap	12/31/2019	HDR sent an email request to Sam Dunlap to ask if the Gabrielino/Tongva Nation would like to attend a meeting to discuss updates on the Link US EIS and to provide details on supplemental cultural resources work for the project. Mr. Dunlap replied with his availability; meetings are being scheduled.
	Phone call to Sam Dunlap	5/5/2023	Mr. Dunlap stated 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.
	Email from Sam Dunlap	7/13/2023	Mr. Dunlap stated that the Gabrielino/Tongva Nation 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.

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Making Conservation a California Way of Life.

March 4, 2019

Jeanet Owens
Senior Executive Officer
Program Management/Regional Rail
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Owens,

Thank you for the invitation to comment on the Draft Environmental Impact Report (EIR) for Link Union Station (US) proposed by the Los Angeles County Metropolitan Transportation Authority (Metro). As a Responsible Agency, the California Department of Transportation (Caltrans) has reviewed the Draft EIR in an effort to advance the environmental review process for this project. The main component of this project proposes to construct an overhead rail bridge structure extending from Los Angeles Union Station (LAUS), extending over US-101 and terminating onto Commercial Street within the City of Los Angeles. The Link US project also proposes modifications to the passenger concourse within LAUS and the lead tracks approaching the railyard. The Draft EIR is prepared in accordance with the California Environmental Quality Act (CEQA) and Caltrans appreciates the opportunity to provide the following comments.

ES. Executive Summary
Under ES. 12 Areas of Controversy, paleontological resources also exist within the project area and should be mentioned within this section.

1.0 Introduction
In 1.1.2 Limited Passenger Concourse Capacity, the statement, "water drains down stairways and ramps to platform" seems incorrect. It seems more correct to state, "water drains down stairways and ramps from platform" or "water drains down stairways and ramps to passenger concourse." Please consider revising this sentence for clarifying purposes.

2.0 Project Description
It is unclear whether the modifications proposed in the projects listed in 2.1.3 were taken into consideration when analyzing the implementation of the Link US project. Provide clarification.

Within Section 2.6.4 Structural Improvements, a rendering of the structure over US-101 is not shown, although renderings are shown for other proposed structures. Caltrans recommends that a visual be provided within the environmental document to better illustrate the proposed work since this structure is a major component of Link US and will impact various agencies and the general public.

3.1 Introduction to Environmental Analysis
In Table 3.1-1 Updated CEQA Guidelines Environmental Checklist – New or Modified, the Wildfire section is left incomplete. The discussion of Threshold 3.10-H does not end in a complete sentence. The table is located on Page 3.1-7.

3.3 Transportation and Traffic
A general table summarizing the level of service for the current condition and with the constructed project section for all of the intersections within the project study area should be added to this section for comparison purposes.

On page 3.3-37, the document mentions an assumed 80% transit trips and 20% non-transit trips for traffic trip generation was approved in the Memorandum of Understanding (MOU) submitted to and approved by Los Angeles Department of Transportation. Caltrans requests a copy of this MOU to better understand the methodology.

On page 3.3-56, the word "vacations" seems misplaced within the sentence, "Pedestrian and bicycle access to and from LAUS would also be temporarily affected, and bicyclists could be subject to hazardous conditions near work zones during the construction of bridge improvements (e.g., Cesar Chavez Avenue and Vignes Street) and modifications to local streets (including potential street closures and vacations)." Did Metro intend to use "vacate" instead of "vacations?"

In Mitigation Measure TR-1 please continue coordinating with Caltrans throughout the development of the Construction TMP not only "if ramps are involved." On page 5-31, Metro proposes closures of the US-101, "to last up to 20-consecutive days." Caltrans will need to be involved prior to issuing approval for any temporary closures.

3.4 Aesthetics
Section 3.4 Aesthetics fails to objectively to consider impacts to the US-101 users by not creating a key view for the traveling public.

A more detailed discussion concerning the US-101 viaduct structure needs to be incorporated in the Section 3.4 Aesthetics.

3.7 Biological Resources
The first page of Section 3.7 Biological Resources, incorrectly names the study area as, "biological stud area" and should be changed to, "biological study area."

On page 3.7-4, the abbreviation "SCCs" is used but not defined previously in the document.

On page 3.7-7 the document states, "the project would be constructed outside of the channel and would not modify or otherwise impact the concrete-lined flood control channel in this area or in any other areas associated with construction or operation of the proposed project." However, this assumption may not be entirely true. If there is proposed work of any kind over the LA River, Metro may need to apply for a permit to perform construction activities. Caltrans recommends Metro to coordinate further with US Army Corps of Engineers (USACE) to verify.

3.8 Hydrology and Water Quality
Include the other contaminants that were listed in the ISA and omitted from this section (e.g., SVOCs, PAHs, lamp black, VOCs, TPH, etc.)

3.10 Hazards and Hazardous Materials
HDR Engineering Inc. states that the Draft Phase I ESA is valid for a period of 180 days and may be updated during the 180 days to 1-year timeframe. The Draft Phase I ESA was completed more than 2.5 years ago. HDR Engineering Inc. shall incorporate all review comments and update the Draft Phase 1 ESA to final version.

Page ES-1ix, Haz-5, the last statement in the mitigation measure should be reworded to include protection of the environment, in addition to public health. The statement should be modified to read as, "…and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment."

Section 3.10.2 Regulatory Framework – Include the following:

- Cal/OSHA regulations contained in Title 8 California Code of Regulations
- Title 22 and Title 27 California Code of Regulations for hazardous waste
- Clean Water Act
- Clean Air Act and Air Pollution Control Laws
- The South Coast Air Quality Management District Rules

Section 3.10.3 Methods for Evaluating Environmental Impacts – the Phase I ESA is discussed as the basis of the environmental impacts and hazards that could result from project construction and operational activities. However, it only identifies the RECs, HRECs, and CRECs and prevention of releases to the environment during construction. The DEIR needs to include the impact to the environment from the specific construction activities and the measures that will be taken so that construction and resultant operations do not exacerbate or contribute to existing contamination, or allow contamination to migrate beyond the current contaminant plumes, the construction and operation of the run through tracks will not result in health risks to persons on the project site or threat to the environment, no disposal of hazardous substances and petroleum products are occurring on the site, and that any necessary remediation will conducted when encountering contamination. Include measures to prevent migration of contamination and creating conduits for migration of contamination during and after construction.

Hazards and impacts are identified in Section 3.10, however, the mitigation of the hazards or remediation of the hazards are not discussed. Please include the discussion.

3.12 Cultural Resources
Since Caltrans will need to issue an Encroachment Permit for the Project and a portion of P-19-001575 (CA-LAN-1575/H) is a State-owned Historical Resource, Caltrans will need to ensure that the Project adheres to Public Resources Code (PRC) 5024 State-owned Historical Resources; policies to preserve; masterlist; documentation. PRC 5024(f) states that "Each state agency shall submit to the State Historic Preservation Officer for comment documentation for any project having the potential to affect historical resources listed in or potentially eligible for inclusion in the

National Register of Historic Places or registered as eligible for registration as a state historical landmark." Therefore, Caltrans will require coordination with SHPO via Metro and their consultant regarding the potential for the Project to affect P-19-001575 (CA-LAN-1575/H), a State-owned Historical Resource. Caltrans can facilitate consultation with SHPO utilizing the procedures specified in the Caltrans 5024 Memorandum of Understanding with SHPO.

Mitigation Measures HIST-5 and HIST-6 could benefit from an additional readthrough by a qualified archaeologist to provide another attempt at refining the language for clarity.

Mitigation Measure HIST-5 can be enhanced with the following changes:

- Clarify what the CRMMP acronym stands for. In some places the CRMMP is a Cultural Resource Mitigation and Management Plan, elsewhere it is a Cultural Resource Mitigation and ***Monitoring*** Plan. Also Note: there are at least two places in the EIR where there is an extra "M" as in "CRMMMP." Check multiple locations in the EIR to make appropriate changes. See Table 3.2-2 Potential Impacts Resulting from Active Transportation Infrastructure as an example.
- Should the CRMMP mention Native American Monitoring, as in Mitigation Measure TCR-1? That mitigation measure says that the CRMMP shall guide Native American Monitoring, but it was not reflected in HIST-5. Check multiple locations in the EIR to make appropriate changes. For example, see page ES-lxxiii under Archaeological Monitoring bullet or add a separate bullet?
- In Table ES-1 HIST-5, page ES-lxxi, it reads, "Prior to construction, Metro's…determines thresholds of significance for each of the feature types *that may be* encountered…" Insert italicized text? Add inserted text elsewhere as appropriate.
- In Table ES-1 HIST-5, page ES-lxxi, it reads, "The CRMMP shall be consistent with SOIS standards, etc.…and the California Office of Historic Preservation's Archaeological Resources Management ." The words "Report: Recommended Contents and Format" may be missing. See Table ES-1 Hist-5 Archaeological Reporting bullet on page ES-lxxxv and indicate that the Office of Historic Preservation is the author of the Archaeological Resources Management Report: Recommended Contents and Format. Check document for to update.
- In Table ES-1 HIST-5, page ES-lxxii, it reads, "Efforts to Preserve and Protect in Place: "The CRMMP….shall attempt to avoid impacts …and preserve in place…" Add "if feasible" to the end of the sentence?
- In Table ES-1 HIST-5, page ES-lxxii, it reads, "Development of a Preconstruction Site-Specific Sensitivity Model, 1st sentence: Should "serve as the basis for impact" be "serve as the basis for impacts," i.e., plural?
- In Table ES-1 HIST-5, page ES-lxxii, Development of a Preconstruction Site-Specific Sensitivity Model, 2nd sentence: Comparison of final design with historic maps is completely appropriate. However, Caltrans suggests the final design should also be compared to "as-builts" or "as-built plans," especially as they relate to U.S. 101, and this should be explicitly stated in the measure. Regarding P-19-001575 (CA- LAN-1575/H), we need to know the level of disturbance that previously occurred within U.S. 101 ROW where the proposed bent will be placed to assist in our predictions as to how far the archaeological deposits/features/site may extend beneath the freeway where work is proposed.

- Make sure that Metro's qualified archaeologist "meets the SOIS Professional Qualifications Standards" in various places in the document. Some places only say Metro's qualified archaeologist. Be consistent.
- The acronym "WEAP" is not defined previously in the document.
- Caltrans staff will need to review the CRMMP to ensure that it adequately treats P-19-001575 (CA-LAN-1575/H), a State-owned Historical Resource.

Mitigation Measure HIST-6 Development of a Public Participation or Outreach Plan can be enhanced by including a statement that the development of a Public Participation or Outreach Plan will be developed by a team of cultural resources professions, including but not limited to qualified archaeologists, historians, and/or architectural historian, and conducted in consultation with interested parties, such as interested Native American parties, and local history groups.

Does HIST-6 only apply to P-19-001575 (CA-LAN-1575/H) or to the other historic properties as well? If it only applies to the archaeological site, please state so.

Consider adding CEQA Guidelines and PRC Section 5024 (f) to Table 3.12-1.

How do the federal law, regulation, or plans cited in Table 3.12.1 relate to CEQA? Explain in a footnote.

On Page 3.12-6 Gabrielino Ancestors, not all the Gabrielino refer to themselves as Tongva. The Gabrieleño Band of Mission Indians Kizh Nation might be offended by the frequent use of the word "Tongva" in this section. Make sure that the Gabrieleño Band of Mission Indians Kizh Nation is cited correctly elsewhere in the document. See for example Page 3.12-22: "Metro is continuing consultation with the Gabrieleno Band…" See also page 3.12-43 to make this change.

On page 3.12-7 in the 2nd paragraph, "Masters (2012)" is not cited in Section 8.0 References.

On page 3.12-36 Archaeological Site P-19-001575 (Archaeological Site CA-LAN-1575/H), last paragraph on the page, 2nd sentence, explain that current research indicates that the site extends into the US-101 right of way.

On page 3.12-37 Archaeological Site P-19-001575 (Archaeological Site CA-LAN-1575/H): 2nd set of bullets: Under the statement that archaeological testing, monitoring, and excavations at the site were performed for three projects, Caltrans recommends adding a 4th project, Patsaouras Plaza Busway Station Project. Which is currently underway and the results of that study are pending, but early information indicates that intact portions of the site extend into Caltrans' right of way. Depending on the timing of the completion of the Patsaouras Plaza studies, any results available should be cited in the CRMMP prepared for this project. Since Patsaouras Plaza Busway Station Project is a Metro project, Caltrans recommends that the Link US consultant coordinate with Metro and its Patsaouras Plaza consultant before the finalization of the EIR. This coordination will be useful further down the line when the CRMMP is prepared and for consultation with SHPO. The discussion of Archaeological Site P-19-001575 (CA-LAN-1575/H) should have greater detail.

On page 3.12-73: Archaeological Site CA-LAN-1575/H, 1st paragraph, 1st sentence, state that the site is known to extend farther from the LAUS parcel boundaries and into the Caltrans right of way. Also state in this section that because portions of the site extend into Caltrans' right of way, which make portions of the site a State-owned Historical Resource that need to be treated in accordance with PRC 5024.

4.0 Cumulative Impacts

On page 4-16 the document states, "access to southbound US-101-from Commercial Street may be either partially or fully restricted for extended periods during construction of the US-101 viaduct over the existing on- and off-ramps." Considering the duration of construction may be several years, the details concerning the closure of access to southbound US-101 needs to be disclosed to Caltrans and in the environmental document.

On page 4-24 the potential noise reductions that sensitive receptors may experience and was analyzed in the report were estimated with the assumption that a quiet zone would be implemented. Noise impacts should be analyzed with the absence of a quiet zone in the event that one is not created, especially since it is not understood that a quiet zone is a project feature of the Link US project. Please clarify in the final environmental document.

Section 4.4.9 discussing Release of Hazardous Materials into the Environment does not mention that some parcels proposed for acquisition contain hazardous materials. This should be analyzed and discussed as a cumulative impact as hazardous materials might be introduced into the environment during clean-up to develop the parcel.

5.0 Alternatives

Page 5-8 briefly mentions, "The build alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications);" There is no indication as to where the modifications would occur (i.e., north bound lanes, southbound lanes, ramps). Please revise and add details, including weaving and merging analysis for mainline US 101 and queuing analysis for impacted ramps.

Renderings of the viewsheds from US-101 should be incorporated into the environmental document similar to those in Figure 5-13. As the EIR states, US-101 contains a large number of commuters whose view will be affected from the overhead bridge structure. A rendering would show how their view is expected to change and allow the ability to visually analyze impacts to the commuting population.

The document states on page 5-92, "Because Caltrans, Metro, and CHSRA have jurisdiction over various areas of runoff from the US-101, and other portions of the project study area, each agency is anticipated to implement different post-construction BMPs based on applicable regulations and each agency would retain partial responsibility for long-term maintenance of BMPs." A description of the proposed BMPs will have to be disclosed in the project report when Metro applies for a permit. This will also need to be disclosed in our Joint Permitted Use Maintenance Agreement (PUMA).

Within the Direct Impacts – Operations for Threshold 3.8-C states, "The runoff associated with the US-101 overhead viaduct would not exceed the capacity of the tributary Caltrans system below". The amount of additional stormwater runoff needs to be disclosed in the EIR and the project report.

Thank you for the opportunity to comment on this project prior to submitting an application. We look forward to your response and the ongoing coordination between our agencies as a means to a more effective permit application process. If you have any questions about this letter, please contact Lourdes Ortega, Senior Environmental Planner at Lourdes.ortega@dot.ca.gov.

Sincerely,

Ronald Kosinski
Deputy District Director
Division of Environmental Planning

From:	Delu, Nina
To:	Brett Rushing (brett.rushing@hsr.ca.gov); Man San (Vincent) Chio
Cc:	O"Neill, Patrick; Osorio, Mario; Volta, Beniamino
Subject:	FW: Link US Section 106 Meeting
Date:	Monday, January 13, 2020 3:20:08 PM

Brett and Vincent -

Please see the response below from Caltrans regarding the invitation to meet to discuss supplemental cultural work for identification and evaluation efforts. I spoke with Claudia Harbert earlier today to discuss her thoughts (she is Kip Harper's new supervisor), and she said that Kip had no comments on the Supplemental Cultural Resources Report. Since Caltrans is only concerned with the project as it pertains to their ROW, they do not need an update at this time. I let them know we would reach out to them when the findings of effect documentation is sent out.

Thanks,
Nina

Antonina "Nina" Delu, RPA
D 714.368.5658 **M** 949.892.9413

hdrinc.com/follow-us

From: Harbert, Claudia A@DOT [mailto:claudia.harbert@dot.ca.gov]
Sent: Monday, January 13, 2020 3:16 PM
To: Delu, Nina <Nina.Delu@hdrinc.com>
Cc: Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>
Subject: RE: Link US Section 106 Meeting

Good afternoon,

On January 2 of this year, Kip Harper responded to the request for comments on the Supplemental Cultural Resources Study that had been completed for this project. At this time, the Division does not feel that an in person meeting is necessary.

Please let me know if I can answer any questions or be of further assistance.

Claudia Harbert
Senior Environmental Planner
Cultural Resources Unit
Division of Environmental Planning
Caltrans District 7

From: Delu, Nina <Nina.Delu@hdrinc.com>
Sent: Monday, January 13, 2020 10:22 AM
To: Harbert, Claudia A@DOT <claudia.harbert@dot.ca.gov>

Subject: FW: Link US Section 106 Meeting

Hi Claudia –

See the invite below to meet regarding the Link Union Station Project. Please let me know if Caltrans would like to meet at this time. We will reach out again once our FOE document is circulated.

Thanks,
Nina

Antonina "Nina" Delu, RPA
D 714.368.5658 **M** 949.892.9413

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From: Delu, Nina
Sent: Thursday, January 9, 2020 11:18 AM
To: Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>
Cc: Brett Rushing (brett.rushing@hsr.ca.gov) <brett.rushing@hsr.ca.gov>
Subject: Link US Section 106 Meeting

Hi Kip,

On behalf of Metro and the California High Speed Rail Authority, I would like to extend an invite to Caltrans to meet and discuss the Link Union Station (Link US) Project with a focus on historic properties. As a Section 106 consulting party, we wanted to identify a time in January 2020 to give you an update on the EIS for the project, alternatives considered, as well as listen to your concerns specific to historic properties.

Can you please look over the dates and times below and identify any times where you have the ability to meet? With busy schedules, if you can provide more than one window we will work to accommodate one that works for all.

Tuesday 1/21 - between 9am and Noon

Thursday 1/23 - Between 9:30am and Noon

Please let us know if we need to provide alternate dates and times. Also, aside from yourself, should anyone else be invited to the meeting? Kelly Ewing-Toledo? Vanessa from planning?

Thanks,
Nina

Antonina "Nina" Delu, RPA
Environmental Deputy Project Manager

HDR
3230 El Camino Real, Suite 200

Memorandum

Making Conservation a California Way of Life.

To: VANESSA VELASCO
Associate Environmental Planner
Division of Environmental Planning

Date: March 4, 2021
File: LINK Union Station
EA: 07-22000
EFIS: 0715000119

From: CAPRCE "KIP" HARPER
Associate Environmental Planner, Archaeology
Division of Environmental Planning, Cultural Resources Unit

Subject: **REVIEW OF THE DRAFT FINDING OF EFFECT: SUMMARY OF FINDING FOR THE LINK UNION STATION (LINK US) PROJECT IN THE CITY OF LOS ANGELES IN LOS ANGELES COUNTY**

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 Finding of Effect Report: Summary of Finding has been prepared. Caltrans Cultural Resources staff understands that the following information was added or changed to the project since we reviewed the Supplemental Cultural Resources Report in November 2020:

- The information was updated to reflect the archeological site (CA-LAN-1575/H) based on the Patsaouras Bus Plaza discoveries; Information on the site is almost a year old currently
- During the consulting parties phase, HDR reached out to Caltrans asking if they wanted to consult further however it was decided that Caltrans did not need to consult on the Supplemental APE due to the location being outside of the Caltrans ROW
- The footprint was expanded to include Malabar Yard in City of Vernon due to run through track affecting the BNSF West Bank Yard o Closure of 49th Street
- Addition of new track along 46th Street • Build Alternatives remain the same as the EIR project • Canopies (Grand Canopy and Individual canopy) are compared independently from the Build Alternatives

This memorandum includes our comments regarding the review of the Draft Finding of Effect Report: Summary of Finding for the Link US Project as it relates to only the portions of the project within Caltrans' right of way.

Draft Finding of Effect: Report Summary of Effect:

- Page i, Contents: The section numbering in the Executive Summary is off. Finding of Effect should be ES.3.
- Page xii, ES.1 Finding of Effect: The "Authority" is mentioned several times on the page. Does this mean Metro? Make sure you are consistent throughout the document.

- Page 29, Section 106 Consultation, 2nd paragraph after bullets: Add Caltrans consultation, but you don't need to put our minor comments about typos.

Appendix E, Proposed Draft Mitigation Measures:

- General Comment: Caltrans staff notes that Appendix E contains draft mitigation measures that are a starting point for discussion and development of a Memorandum of Agreement for the project. We recommend the following minor recommendations since they stood out to us.
    - HIST-4: Regarding the "Secretary of Interior's Professional Qualification**s** Standards," the Qualifications, should include an "s."
    - HIST-4: We recommend that the Cultural Resources Mitigation and Monitoring Plan (CRMMP) and Historic Properties Treatment Plan (HPTP) include measures for other previously unknown archaeological sites that could be found in the APE that may for whatever reason not be practical to be lumped in with CA-LAN-1575/H. For example, any archaeological deposits discovered on Commercial Street may or may not be lumped in with CA-LAN-1575/H depending on the nature of the find. (Note: Caltrans staff does see that early planning efforts have resulted in a reduced depth of disturbance for the run-through tracks structure along the Commercial Street Corridor.)
    - HIST-5: Caltrans staff would like the opportunity to comment on a Public Participation or Outreach Plan for CA-LAN-1575/H. Please add. Also, is the "educational telephone application" a "smart phone application"? The language might want to be updated to whatever the "proper" name is for the application currently.

If you have any questions regarding the contents of this memo, please contact me at caprice.harper@dot.ca.gov or (213) 332-0316. Thank you for allowing me the opportunity to review the document.

cc: D7 File

California Department of Transportation

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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

California Department of Transportation

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July 12, 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 FINDING OF EFFECT 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]). As part of the continuing Section 106 consultation, Caltrans has reviewed the *Link US Draft Finding of Effect Report* (June 2023) as it relates to the evaluation of effects to historic properties within or immediately adjacent to Caltrans' right of way (ROW). Archaeological Site CA-LAN-1575/H extends into Caltrans ROW and beyond. Our comments are below:

Draft Finding of Effect Report

- CA-LAN-1575/H: Caltrans concurs with the Finding of Adverse Effect on archaeological site CA-LAN-1575/H.

- Los Angeles Union Passenger Terminal (i.e., South Retaining Wall): The project will have an adverse effect to the Los Angeles Union Station Passenger Terminal. The in-kind rebuilt South Retaining Wall is a character-defining feature that abuts U.S. 101/Caltrans ROW. 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 substantial alterations/modifications to the south retaining wall would be visible from US-101. Caltrans concurs with the finding that 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.

- References (Section 8.0): Reduce spacing below California High Speed Rail Authority? I just happened to notice this.

Appendix E: Proposed Draft Measures to Resolve Adverse Effects (Attachment1)

- CUL-1. Archaeological Treatment Plan (ATP):
    - I am unsure of the timing of the Link US ATP/research design; however, Caltrans has a pretty extensive/comprehensive "Archaeological Context and Research Design for Native American Resources in the Los Angeles Basin, Caltrans Districts 7 and 12" in draft stages that should be finalized by the end of the year. It's being peer reviewed now. This document might be useful for the Link US research design. When the time comes, remind me of the L.A. Basin Research Design and I can check on its status. Let me know.
    - Also, I'm not sure if I shared Applied Earthworks'/Colleen Hamilton's studies for Metro's Alameda and Los Angeles Street Improvements Project directly west of Union Station with your team. AE did some monitoring of geotechnical testing and identified where the Los Angeles River used to flow in that project's APE. AE has more testing to be completed this fall when the project goes to construction. Let me know if you would like the study that has already been completed.
    - Guidelines for Curation: Also cite the "Guidelines for the Curation of Archeological Collections" published by the California Office of Historic Preservation, May 1993? Please review for applicability.
    - CUL-2. Built Environment Treatment Plan (BETP): Caltrans agrees with the inclusion of the Los Angeles Union Passenger Terminal South Retaining Wall, a character-defining feature, in the review for required Historic American Building Survey (HABS) documentation.
- General Comment Regarding Native American Consultation: To reiterate, due to the archaeological sensitivity of the APE and general vicinity and tribal interest, thank you for your efforts thus far and please keep Caltrans informed of consultation outcomes with the two Native American Tribes.
- Timing of Caltrans Parcel Disposal/Metro Parcel Acquisition in Caltrans ROW on the south side of U.S. 101 at Commercial Street:
    - A covenant on the Caltrans Parcel will need to be negotiated with the

tribes, Caltrans, Metro and the State Historic Preservation Officer (SHPO) in order to transfer Caltrans' PRC 5024 responsibilities to the new owner, i.e., Metro. Appendix E of the enclosed *Link US Draft Finding of Effect Report* (June 2023) (Attachment 1) contains draft measures proposed to avoid, minimize, or mitigate adverse effects the undertaking may have on the four historic properties listed above pursuant to 36 CFR § 800.6. The proposed draft measures are provided as a starting point for discussion with consulting parties. Measures to resolve adverse effects would be fully developed through further consultation with consulting parties and the SHPO and memorialized in a Section 106 memorandum of agreement. Therefore, the covenant cannot be completed 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

August 14, 2018
10:30 am, PT (1:30 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro – City of LA Office of Historic Resources Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 163-7185

Attending: FRA: *Lyle Leitelt, Amanda Ciampolillo, Katherine Zeringue;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***LA Metro:*** *Vincent Chio, Danielle Valentino;* ***LA Metro Consultant (HDR):*** *Nina Delu, Patrick O'Neil, Ben Volta;* ***HDR Consultant (ICF):*** *Rick Starzak;* ***City of Los Angeles Office of Historic Resources (OHR):*** *Ken Bernstein, Lambert Giessinger*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was given during the meeting. The notes that follow on the discussion points that arose as a result of the presentation. A copy of the presentation and an agenda are attached.

N Delu of HDR conducted the meeting.

- Introductions
    - Federal Railroad Administration (FRA)
        - Lyle Leitelt – Community Planner
        - Amanda Ciampolillo– Environmental Protection Specialist
        - Katherine Zeringue – Federal Preservation Officer
        - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
            - Laina Petrinec – Environmental
            - David Fee – Environmental
    - Los Angeles County Metropolitan Transportation Authority (LA Metro)
        - Vincent Chio – Director of Engineering (Regional Rail)
        - Danielle Valentino - Regional Rail Community Relations
        - LA Metro's Engineering & Environmental Consultant (HDR)
            - Nina Delu – Cultural Lead for Environmental
            - Patrick O'Neill – Environmental Project Manager
            - Ben Volta – Archaeologist

- HDR's Consultant (ICF)
    - Rick Starzak – Architectural Historian
- City of Los Angeles OHR
    - Lambert Giessinger – LA City Planning
    - Ken Bernstein – LA City Planning

- Link Union Station (US) Project Update
    - The project is in the early project development phase.
    - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document.
    - L Giessinger asked if the tracks will be in the same scheme as they are now. HDR replied that the concourse itself is the same level, so the floor is the same as existing but the ceiling is higher than it is now since tracks are raised about 15 feet. The Red and Purple Metro lines are below so they couldn't go any lower for the tracks.
    - The tracks are being raised in order to accommodate the run-though tracks that clear the 101 freeway and will be higher than the Gold line. The critical clearance is actually the El Monte busway near the LA River. With 10 run-through tracks, they essentially have to keep the tracks high enough to clear the busway. L Giessinger asked if they could lower the busway, and V Chio said they could not as LA Metro did look into that initially.
    - L Giessinger asked how did the scheme for Design Option B, above-grade concourse, (slide 15) come about. LA Metro said it was request by their Board to offer an alternative with a lower cost.
        - LA Metro explained the difference in cost between the two design options are more about construction phasing and being able to keep the railyard active during construction. No matter which option, you have to raise the rail yard, but the two concourses have about a $300-$500 million dollar difference with construction cost because of phasing. V Chio added that with the at-grade concourse, they will have to completely move the Gold line platform temporarily which increases the cost significantly.
- Section 106 Updates: Identified/Evaluated Cultural Resources (16)
    - L Giessinger asked if the elevated tracks/concourse would be visible from the vantage point on slide 19. HDR confirmed yes, so OHR thought it would be helpful to view the BIM model. N Delu said from across the street and up on El Pueblo you could see it, but close up in front of the station, you would not see the elevated tracks/concourse.
    - N Delu said the Finding of Effect (FOE) is with FRA, and it will subsequently go to SHPO and then to the consulting parties for review.
    - 15 historic properties (1 archaeological and 14 historic architectural) have been identified.
        - K Bernstein inquired who the Denny's was designed by. R Starzak provided it was recently picked up by Survey LA.

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        - Regarding slide 28, L Giessinger asked why the first range goes to 1848 and the Spanish-Mexican period goes to 1850. They were not sure if that was erroneous, and HDR will look into that.
        - N Delu provided that downtown was leveled out to build LAUS with the original China town demolished in the 30's. Caltrans is working on a project at Patsouras Plaza now to fix some eroding platforms and replace some canopies, so there may be some information coming up from this. HDR is coordinating with Caltrans to stay updated.
    - Two CEQA only resources have been identified: Barabee Store and Warehouse and Friedman Bag Company – Textile Division Building.
- Schedule
    - The schedule shown on Slide 31 was focused mostly on the Section 106 process. The draft Identification/Evaluation is now open for comments with the Consulting Parties while the Alternatives Analysis is with FRA for review.
    - HDR anticipates an adverse effect, and therefore a Memorandum of Agreement (MOA) will be needed. They anticipate to resolve all processes with a Final MOA around summer of 2019.
- Next Steps
    - The Identification package was delivered to City of LA OHR's old address and they have not yet received the package. It should be in transit to the new office, and if they do not receive by this afternoon, they will contact N Delu and she will provide electronic versions.
    - N Delu encouraged the group to submit written comments on these documents sooner rather than later within the given timeframe.
    - There is a SHPO meeting scheduled for later in September. Future consultation meetings will be likely, but are not scheduled at this time.
        - HDR clarified that comments regarding alternatives and project in general but primarily on the Identification Package can be made now and later.
    - HDR would like to have OHR's comments (on ID and evaluation, not effects) by the SHPO meeting. The earlier in the process they bring up concerns, questions, or viewpoint, the better it can be taken into account during this Section 106 process.
- Questions/Comments
    - K Bernstein said they haven't yet reviewed what was sent so not as prepared as they would like to be. Understanding that LA Metro met with the LA Conservancy, he was curious to hear what their comments were. N Delu explained they had more questions than comments for methods used for indirect effects and also methodology or threshold for significance. She explained their approach as they have been really very conservative on it.
    - City of LA OHR asked if the analysis shows that both options have adverse effects. FRA is still reviewing, but there is a difference. Direct impact is the same for both alternatives, with a minor change in the dedicated and shared alternatives in the William Mead Homes area.
    - K Bernstein remembered from a previous meeting the timing showed about a 90 second difference from the above grade to at-grade concourse. He said the math for lost time

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for the number of passengers really begins to outweigh the additional construction phasing cost. He understands it is beyond the Section 106 purview.

- K Bernstein noted there will be an experiential difference with the procession through an at-grade concourse (which is more similar to the historic existing condition with a marvelous courtyard and indoor/outdoor walkway) versus the above-grade which is more futuristic and akin to an airport terminal. He questioned how you get at those differences within Section 106.
    - R Starzak said that in terms of Section 106, the criteria isn't changing so no effects will change. Since LA Metro only has about 10% of design complete, if OHR has a preference for what they want to see, they should state.
        - From a pure preservation standpoint, L Giessinger said it's clearly the at-grade option.
        - K Bernstein said in terms of their office, there are many different opinions from planners to historic to cultural heritage commissions, so their comments may be more narrowly focused. In terms of choosing an alternative, that decision will be more complex, but there is a strong preference for the at-grade concourse option.
- OHR thought the APE shown and the structures listed are a thorough list.
- L Giessinger said the above-grade idea of going up to a spaceship and then down the tracks is very different, and it seems to him there will be construction phasing regardless. He asked why can't you both raise platforms and still keep the concourse underneath. He was reminded of an example of how Caltrans was building crossings by lowering pilings and then allowing for the structure to be scooped out to have an at-grade concourse.
    - P O'Neill explained the Alternative Analysis explains that contractor will look at the construction phasing and reassess to make sure it meets all the project goals. Once that's done if they're interested more in the phasing then they can share with City of LA OHR but as of now, they have 17 and 23 step plans.
    - City of LA OHR reminded that LAX is continually adding to it in separate pieces and don't challenge a contractor to redesign it. He was wary of the approach to continually layering extensions.
- K Bernstein mentioned this project alone is very diverse and complex, but understanding the relationship of the bike path, potential gondola, and other related anticipated projects and their interconnections will be important.
    - HDR said, if the project is known, it will be evaluated.
    - V Chio said this project has independent utility without High Speed Rail (HSR), while it also is accommodating HSR. Regarding funding, V Chio explained that the estimates heavily depend on the concourse options which are still in an early conceptual stage, but it ranges from about $2.1 to $2.6 billion. He reiterated those are still in early conceptual stage.
        - L Giessinger asked if the HSR project went away all together, would this project still go on. LA Metro said yes.
- K Bernstein asked about SHPO comments to date. HDR said the package was just sent to them and haven't met with them since 2016, so the project update will be very crucial with them to explain how the project has evolved since.

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        - He inquired about who the lead was. HDR replied that Natalie Lindquist is the lead on this and Kathleen Forest, Alicia Perez, and Anne Marie Medin will be brought in due to the complexity.
    - FRA wants to get a good balance and understanding of OHR's comments and thoughts since both options will be addressed equally in the environmental documents.

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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

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Meeting Summary

Project:	**Link Union Station**
Subject:	Section 106 Consultation with COLA, CHC, and LA Conservancy
Date:	Thursday, June 29, 2023
Location:	Webex Virtual Meeting
Attendees:	Brett Rushing – California High Speed Rail Authority (CHSRA) Amy MacKinnon – (CHSRA) Barry Milofsky – Cultural Heritage Commission (CHC) Richard Barron –CHC Adrian S. Fine – LA Conservancy Lambert Giessinger– (City of LA Office of Historic Resources) COLA OHR Ken Bernstein – COLA OHR Nina Delu – HDR Mario Osorio – HDR Patrick O'Neill – HDR Andrew Mull – HDR Regan Del Rosario – HDR

The intent of this meeting was to provide City of Los Angeles (COLA), Cultural Heritage Commission (CHC), and LA Conservancy with a focused Section 106 meeting to discuss the recently circulated Draft Findings of Effect document for the Link Union Station (Link US) Project. This consultation is conducted under Section 106 of the National Historic Preservation Act, led by the California High Speed Rail Authority (CHSRA) as the NEPA lead agency. HDR reviewed what triggered the Section 106 consultation with historic preservation stakeholders and stressed that it is a conversation. A PowerPoint presentation is attached to this Meeting Summary that guided the conversation (See Attachment A).

1. **Introductions**
2. **Link US – Project Overview**

HDR presented existing conditions and an overview of Major Project Components.

Section 106 Related Questions (Q)/ Link US Team Answers (A) about Project:

- Q: Is fencing being added above the tracks for the 5 viaducts across the LA River? And if so, isn't that an impact?

  A: No, the 5 viaducts will not be impacted – all associated Link US infrastructure improvements are largely related to track work occurring underneath the bridges with no impacts to the bridges. CHSRA participants clarified that the HSR Project would result in an adverse effect on the 5 viaducts since it is HSR that would need to

implement a protective barrier on top of the bridges. This is completely separate from the Link US Project and the Link US Project would not impact the 5 viaducts.

- Q: Would the new construction being connected to the LAUS building trigger new Historic Building Code requirements to be met?

  A: Yes, it is our understanding that if the construction of a parallel tunnel concourse attached to the LAUS historic station, it would trigger new Historic Building Code requirements to be met at the station. This is one of the reasons why the West Plaza (open space) is proposed adjacent to the historic LAUS building. HDR will confirm that the connection to LAUS makes it qualify as a renewed facility.

- Q: Since the Cesar Chavez Avenue Undercrossing would be completely demolished, how would it be reconstructed? Could it be preserved with new cap for the tunnel, new tile work, etc; focus on strengthening and preserving the historic aspects of it.

  A: It is currently unknown what the design of the replacement bridge would look like and there is mitigation to continue coordination of the façade design with SHPO and other consulting parties. It is not always preferred by the SHPO to reconstruct and mimic the torn down historic structure. There are safety concerns with being able to properly inspect the superstructure if the historic bridge is preserved.

- Q: Can we know more about what avoidance measures and other alternatives that would be looked at before the mitigation measures mentioned?

  A: HDR engineers have worked through many alternatives (i.e., tunneling, etc.) before selecting the Build Alternative. The problem with this area is it is an extremely constrained area, which is why there is only one Build Alternative for the project. If the LA Conservancy or COLA OHR have ideas about preservation or input on alternatives, we ask that you bring them forward if there are ways to avoid that have not been thought of by our team and the engineers. However, there is opportunity to discuss other design options and alternatives during the 45-day Public Review Period upon release of the Draft Environmental Impact Statement/Supplemental EIR.

- Q: Should listing the Cesar Chavez Avenue Undercrossing separate from the LAUS Passenger Terminal be better for it's preservation and protection as a historic resource?

  A: The Cesar Chavez Avenue Undercrossing was included within the National Register of Historic Places boundary for the LAUS Terminal Station, and is listed as a key contributing element to the resource. CHSRA believes that listing the Undercrossing as part of LAUS is a benefit for its protection and preservation.

3. Section 106 Process Update

HDR reviewed the four-step process for Section 106 and noted we are in Step 3 of the process to assess adverse effects. Our team is collecting input from Section 106 Consulting Parties and including pertinent information from these meetings into the FOE, then circulating the document

to SHPO. Once concurrence from SHPO is received, the team will then work with consulting parties to address effects. HDR identified the Area of Potential Effect (APE) and completed work to identify resources that qualify as a historic property under Section 106.

4. Finding of Effect

HDR pointed out that there is an executive summary provided for the lengthy FOE document and presented the draft conclusions. CHSRA proposes that there will be No Effect on the 5 bridges (viaducts) over the LA River and there will be No Adverse Effect to 9 historic architectural resources. William Mead Homes (WMH) was determined to be No Adverse Effect and HDR noted Metro's commitment to continue coordination with HACLA concerning WMH.

HDR also notes that there would be 3 properties with an Adverse Effect at North Main Bridge, Los Angeles Union Passenger Terminal, and Vignes Street Undercrossing. One archeological site under LAUS was included as an Adverse Effect.

5. Next Steps

The FOE documents the assessment of project effects to historic properties and contains supporting documentation including draft measures to resolve adverse effects. Consulting parties are encouraged to submit written comments to CHSRA and Metro as it relates to Project effects on historic properties. We are about halfway through the 30-day review period and our team is asking for responses by mid-July. HDR to confirm comment due date and inform the team. Meeting minutes will be provided to the SHPO so they can better understand concerns of consulting parties.

Next steps include CHSRA notifying the Advisory Council on Historic Preservation of the Finding of Adverse Effect and inviting them to consult. CHSRA and Metro will consult with SHPO, ACHP (if they participate) and Consulting Parties on resolution of adverse effects and appropriate avoidance and mitigation strategies – this would be memorialized in a Section 106 Memorandum of Agreement (MOA).

6. Questions Submitted by CHC

HDR provided an overview of the questions submitted by CHC from July 28, 2022 Site Visit with COLA and CHC. (See Attachment B)

7. Questions/Comments

City of LA and LA Conservancy said they both agreed with the findings as presented in the FOE and did not have any additional comments to offer. HDR requested that the COLA OHR and LA Conservancy submit any comments or questions in writing.

CHSRA thanked COLA, CHC, and LA Conservancy for attending the meeting.

8. Action Items

- HDR to provide meeting minutes to COLA, CHC and LA Conservancy and confirm date for written comments about the project (**Due July 13, 2023**).

Pedestrian Passageway - Why does the portion of the existing passageway from Wetzel's Pretzels to the Metro Gold Line need to be opened up? Can it stay closed in with a parallel tunnel to retain some of the historic feel?

The questions raised address two topics (West Plaza and Pedestrian Passageway). The response below provides information on applicable building code requirements related to the design of the West Plaza, and the reasons why parallel passageway tunnels adjacent to the existing pedestrian passageway was rejected from further consideration.

West Plaza and Building Code Requirements - The elevated rail yard is considered "New Construction", and if added (or connected to) the existing pedestrian passageway, which connects to the historic concourse area, as suggested in the comment, this would be considered one contiguous building or an "Addition to the Existing Building(s)." *Under these circumstances, updates to the Fire Life Safety (FLS) systems of the historic Los Angeles Union Station (LAUS) would be necessary. This would encompass the concourse, waiting halls, and ticketing areas. The updates would need to comply with both the California Historical Building Code and the California Fire Code.* An "Area Separation" between the existing historic LAUS and the area of New Construction where the rail yard would be raised would allow the existing FLS systems to remain unaltered, thereby preserving the architectural character of the historic LAUS areas. The open air, open to sky, West Plaza was created to transform a code requirement solution into a passenger experience amenity.

Parallel Passenger Passageway Tunnels – Two of the primary project objectives are to:

1) provide an expanded passenger concourse at LAUS that is functionally modern with enhanced safety elements, Americans with Disabilities Act (ADA) accessibility, and passenger amenities
2) avoid and minimize impacts on sensitive environmental resources to the maximum extent feasible, including, but not limited to, historical resources.

To balance these project objectives while addressing current fire code requirements and accommodating future ridership growth expected to occur at LAUS, Metro studied several concourse options, one of which would retain the existing 28-foot-wide pedestrian passageway while adding new parallel passenger passageway tunnels. This concept most closely aligns with the questions raised by Cultural Heritage Committee during the 7/28/22 meeting. Construction of parallel passageway tunnels adjacent to the existing pedestrian passageway was rejected from further consideration for the following reasons:

- This concept would not provide adequate egress paths that meet National Fire Protection Associated (NFPA) 130 performance requirements for safe evacuation because it does not include additional egress routes needed to accommodate projected passenger volumes.
- This concept would prevent placement of new stairways, escalators, and elevators at optimal locations resulting in a series of complicated circulation zones that do not facilitate free flowing passenger circulation.
- This concept would not allow for the separation of public and back of house spaces, improve baggage handling operations, or provide a functionally modern passenger experience at LAUS.
- This concept would not maintain passenger travel times throughout LAUS. Although the main path for pedestrian travel would be maintained, the number of exits from the platform would not be increased to handle the increased passenger volumes or the assumed increased

crowding thereby resulting in potentially similar or longer passenger transfer times as the existing condition.

Rail Yard Platform 7 and Track 13/14 - If the tracks on the far east of the rail yard do not have run-through capability, why do they also need to be raised up?

All tracks approaching the station (the "throat" area) and into the rail yard are inter-connected from a rail engineering and operational perspective. To meet the vertical clearance requirements for run-through tracks over the US-101 Freeway, the raise of the yard starts in the throat area (north of the platforms) for all tracks and gradually increases until going over US-101. Due to the space limitations of the LAUS rail yard, it would not be possible to have the tracks at different elevations and still have the platforms and tracks be functional.

Cesar Chavez Bridge - Can the eastern façade of the bridge 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 the Cesar Chavez bridge façade?

From the structural engineering perspective, it is not feasible to partially protect in place the façade because the façade is structurally supported by the existing bridge, which for the reasons mentioned below, is recommended for removal.

Metro is required to follow 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 bridge was constructed in 1937 and is nearing the end (and has possibly exceeded) its design service life. Current Metrolink inspection reports of the bridge have indicated that concrete deterioration from water leaking is apparent at many of the joints on the existing Cesar Chavez/Vignes structures, and that the bridges will continue to deteriorate over time. Additionally, the current bridges do not meet current seismic design standards.

Options to minimize impacts to Cesar Chavez and Vignes Street Bridges have been explored; including a concept that would include a new railroad bridge crossing over the existing structures while retaining the existing bridges in place. A new bridge placed over the existing structures would meet structural loading capacity requirements while allowing the existing bridge facades to remain; however, this concept would create a confined space hazard for inspection and inhibit the ability for maintenance crews to inspect the new superstructure because bridge components would be obscured.

August 14, 2018
2:30 pm, PT (5:30 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro – Housing Authority of the City of Los Angeles (HACLA) Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 163-7185

Attending: FRA: *Katherine Zeringue, Amanda Ciampolillo;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***CHSRA:*** *Meg Scantelbury;* ***LA Metro:*** *Vincent Chio, Danielle Valentino, Ayokunle Ogunrinde;* ***LA Metro Consultant (HDR):*** *Nina Delu, Patrick O'Neil, Ben Volta;* ***HDR Consultant (ICF):*** *Rick Starzak;* ***Housing Authority of the City of Los Angeles (HACLA):*** *Jonathan Nguyen, Ana Fe Santa Ana, Jenny Scanlin, Dhiraj Narayan*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was shown during the meeting. The notes that follow focus on the discussion points that arose as a result of the presentation. A copy of the presentation is attached.

N Delu of HDR conducted the meeting.

- Introductions
    - Federal Railroad Administration (FRA)
        - Amanda Ciampolillo– Environmental Protection Specialist
        - Katherine Zeringue – Federal Preservation Officer
        - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
            - Laina Petrinec – Environmental
            - David Fee – Environmental
        - California High Speed Rail Authority
            - Meg Scantlebury – Cultural Resources Manager
    - Los Angeles County Metropolitan Transportation Authority (LA Metro)
        - Vincent Chio – Director of Engineering (Regional Rail)
        - Danielle Valentino - Regional Rail Community Relations
        - Ayokunle Ogunrinde – Regional Rail
        - LA Metro's Engineering & Environmental Consultant (HDR)

DRAFT

        - Nina Delu – Environmental Cultural Lead
        - Patrick O'Neil – Environmental Project Manager
        - Ben Volta – Archaeologist
        - HDR's Consultant (ICF)
            - Rick Starzak – Architectural Historian
    - HACLA
        - Jonathan Nguyen – HACLA
        - Ana Fe Santa Ana – HACLA
        - Jenny Scanlin – Chief Development Officer
        - Dhiraj Narayan – Officer

- Link Union Station (US) Project Update (Slide 6)
    - The project is in the early project development phase.
    - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document.
- Section 106 Updates: Identified/Evaluated Cultural Resources (Slide 16)
    - N Delu said the Finding of Effect (FOE) is with FRA, and it will subsequently go to SHPO and then to the consulting parties for review.
    - 15 historic properties (1 archaeological and 14 historic architectural) have been identified.
    - Two CEQA only resources have been identified: Barabee Store and Warehouse and Friedman Bag Company – Textile Division Building.
- Schedule
    - The schedule shown on Slide 31 was focused mostly on the Section 106 process. The draft Identification/Evaluation is now open for comments with the Consulting Parties while the Alternatives Analysis is with FRA for review.
    - HDR anticipates an adverse effect, and therefore a Memorandum of Agreement (MOA) will be needed. They anticipate to resolve all processes with a Final MOA around summer of 2019.
- Next Steps
    - The Identification package was delivered to HACLA and they confirmed receipt.
    - N Delu encouraged the group to submit written comments on these documents sooner rather than later within the given timeframe.
    - There is a SHPO meeting scheduled for later in September. Future consultation meetings are likely, but are not scheduled at this time.
- Questions/Comments
    - HACLA noted they have an internal meeting this week to discuss the documents.
    - J Nguyen found that since LA Metro is moving forward with both alternatives, they will review everything since the William Mead Homes are still impacted.

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        - V Chio said that on the CEQA side, they will ask for LA Metro's Board consideration to indicate a Proposed Project in the Draft Environmental Document. Their current thought is to move forward with the shared track alternative with the above-grade concourse as the Proposed Project. LA Metro is aiming to present this at the October Board meeting, but the timing could change.
        - FRA's perspective as the NEPA Lead Agency is that they are evaluating and studying all options, and are not working towards a preferred alternative at this time.
    - J Scanlin informed that she has not yet had a chance to review the documents, but she appreciates the full scope of the schedule and timeline. She indicated HACLA's primary interest is to protect the William Mead property from further encroachment that could disturb the residents. Residents are concerned that their comments won't be heard during the process, so she wants to make sure they are involved since they are nervous about the project as it is.
    - D Narayan asked when the FOE would be available.
        - N Delu clarified it will go to SHPO for a 30-day review and that would be the time period it is also presented to HACLA. HDR would meet with them to see if they agree with the findings and figure out how to resolve any adverse effects. D Narayan said he hoped HACLA could meet with the Link US team again preferably at the early part of that 30-day period.
    - FRA acknowledged they owe HACLA a response letter and they are waiting until the design has progressed more to be able to better answer their design and schedule questions. FRA understands the potential impact this project could have on the residents who live in the area and they want to hear HACLA's comments along the way so they can make the most informed decision later on with all input.

DRAFT

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

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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

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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

Meeting Summary

Project: **Link Union Station**

Subject: Section 106 Consultation with HACLA: William Mead Homes

Date: Tuesday, June 27, 2023

Location: Zoom Virtual Meeting

Attendees:
Brett Rushing – California High Speed Rail Authority (CHSRA)
Amy MacKinnon (CHSRA)
Carlos Montez – Metro
Marisela Ocampo - HACLA
Jonathan Nguyen – HACLA
Jenny Scanlin - HACLA
Ani Chatalyan – HACLA
Kelly Ta – HACLA
Francisco Perez – HACLA
Zoe Kranemann – HACLA
Nina Liou – Consultant to HACLA
Nina Delu – HDR
Mario Osorio – HDR
Patrick O'Neill – HDR

The intent of this meeting was to provide HACLA with a focused Section 106 meeting to discuss the recently circulated Draft Findings of Effect document for the Link Union Station (Link US) Project in relation to the William Mead Homes (WMH) Historic Property. This consultation is conducted under Section 106 of the National Historic Preservation Act, led by the California High Speed Rail Authority (CHSRA) as the NEPA lead. HDR reviewed what triggered the Section 106 consultation with historic preservation stakeholders and stressed that it is a conversation. WMH is discussed on Pg. 58 of the Draft FOE document, and impact discussion starts on pg. 91. A PowerPoint presentation is attached to this Meeting Summary that guided the conversation.

1. **Introductions**

2. **Link US – Project Overview**

HDR presented existing conditions and an overview of Major Project Components with a focus on activities adjacent to the WMH property. It was mentioned that proposed rail yard improvement would require a retaining wall and a soundwall that is proposed at the rail property line as noise abatement. HACLA staff asked about the aesthetic treatment to the soundwall. Metro consultant indicated that HACLA would be involved in the design review of wall treatments for the sound wall. The Metro consultant also indicated to the HACLA staff that impacts related to WMH and the Link US Project were disclosed in the 2019 certified FEIR, and the mitigation measures adopted by Metro for the FEIR are the starting place for mitigation included in the DEIS and FOE (draft mitigation measures are attached to the FOE). CHSRA stated that more than one meeting with this group will be required to discuss all the other issues not directly related to historic properties and Section 106.

Section 106 Related HACLA Questions (Q)/ Link US Team Answers (A) about Project:

- Q: Can you clarify the temporary construction easement and staging area required on WMH?

A: A sliver of property outside of the Rail ROW on WMH property (along Bolero Lane) will be needed to construct the retaining/sound wall. Access will be via Bolero Lane and the area will be restored to existing condition.

- Q: Was ground/vibration considered as it may impact the buildings?
  A: Ground disturbance/vibration is disclosed in the DEIS with mitigation measures applied for construction. The FOE uses the noise and vibration technical study to analyze impacts to WMH and that is included. There are no vibration related impacts for the buildings.

NEPA DEIS (Non-Section 106 Related) HACLA Questions (Q)/ Link US Team Answers (A) about Project:

- Q: Are any of the HSR trains going to be running next to WMH? Will there be separate HSR tracks?
  A: Yes, upon implementation of the planed HSR system, HSR trains would be running next to WMH both north and south. The tracks are designed to accommodate HSR requirements and future HSR trains.
- Q: Do we know what the difference will be for the property as it relates to noise?
  A: The Link US FEIR and the Draft EIS discloses noise impacts using FTA noise and vibration thresholds. Noise levels showed existing noise levels at 66 dBA. There has been coordination with HACLA in the past about a soundwall as mitigation for noise impacts.
- Q: Have we looked at the proposed soundwall and what the noise levels will be?
  A: Yes the sound wall running along the perimeter of the property should provide a reduce noise level of about 8dBA below the impact threshold.
- Q: Can we get a copy of the FEIR that has the detailed noise monitoring, many of the HACLA staff were not involved with past conversations.
  A: A link to the FEIR was provided in the chat for the team's reference and HACLA will have the opportunity to comment on the DEIS.
- Q: Does the DEIS consider health of the residents?
  A: Yes, as it relates to Air Quality and Greenhouse Gases, health impacts are disclosed.
- Q: Is there a plan for a quiet zone for the health of the residents? Will horns still be sounded adjacent to the property in the throat?
  A: Safety improvements are considered as part of the project to make the North Main Street crossing "quiet zone ready". The City of LA is lead agency responsible for the application of the quiet zone. Yes, the horns will still be sounded in the throat area for safety purposes and the noise from these train horns were considered in the noise analysis and the modeling for the wall.
- Q: We appreciate the wall as mitigation for the noise but this is only for 2 to 3 story buildings – the wall doesn't take into account our future growth at the property. Also, we did not see consideration of our request for assistance with changing out our windows at the property to address noise issues.
  A: HDR inquired if HACLA was working with the SHPO on a separate project to replace windows at WMH. HACLA stated there is a Section 106 MOA and a window survey was completed and a select number of windows were replaced with vinyl glazed windows.
- Q: Environmental soil remediation has taken place on WMH in the past and the property has an active Land Use Covenant. Has this been considered in the DEIS.

A: Studies have been completed in support of this topic and will be included in the DEIS. Hazardous waste issues would be the responsibility of the Metro contractor to control and remove.

- Q: what is the anticipated staging and time frame of the construction of the soundwall? A: approximately 6 to 9 months. Metro will contact HACLA for Temporary Construction Easement (TCE) to negotiate and consider timeframes would be established during final design phase of the project. Metro will pay the agency for the TCE.

3. Section 106 Process Update

HDR reviewed the four-step process for Section 106 and noted we are in Step 3 of the process to assess adverse effects. Our team is collecting input from Section 106 Consulting Parties and included pertinent information from these meetings into the FOE, then circulating the document to SHPO. HDR stated that the entire WMH property is located within the Area of Potential Effect (APE) to ensure that we assess all impacts to the property as it relates to WMH as a historic property.

4. Finding of Effect

HDR pointed out that there is an executive summary provided for the lengthy FOE document and presented the draft conclusions. The Authority proposes that there will be No Adverse Effect to WMH based on replacement of the existing fence with a soundwall at the rear of the property, within Rail ROW (no permanent encroachment and physical impacts are not permanent). The view of the DTLA may be diminished at the rear of the property, but viewsheds to and from WMH are not character defining. Metro plans to continue coordination with HACLA regarding the aesthetic treatment of the wall.

5. Next Steps

The FOE documents the assessment of project effects to historic properties and contains supporting documentation including draft measures to resolve adverse effects. Consulting parties are encouraged to submit written comments to CHSRA and Metro as it relates to Project effects on historic properties. We are about halfway through the 30-day review period and our team is asking for HACLA's responses by mid-July. HDR to confirm comment due date and inform the team (**comments are due by 7/19**). Meeting minutes will be provided to the SHPO so they can better understand concerns of consulting parties.

Next steps include CHSRA notifying the Advisory Council on Historic Preservation of the Finding of Adverse Effect and inviting them to consult. CHSRA and Metro will consult with SHPO, ACHP (if they participate) and Consulting Parties on resolution of adverse effects and appropriate avoidance and mitigation strategies – this would be memorialized in a Section 106 Memorandum of Agreement (MOA)

6. Questions/Comments

CHSRA thanked HACLA for attending the meeting.

7. Action Items

- HDR to provide meeting minutes to HACLA and confirm date for written comments about the project.

From: Wall, Daniel [mailto:dwall@ci.vernon.ca.us]
Sent: Wednesday, July 22, 2020 2:31 PM
To: 'Chio, Man San (Vincent)' <ChioM@metro.net>; Figueroa, Diana <dfigueroa@ci.vernon.ca.us>
Cc: Owens, Jeanet <OwensJ@metro.net>; O'Neill, Patrick <Patrick.Oneill@hdrinc.com>
Subject: RE: Link Union Station and Malabar Yard

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Hi Vincent,

1. The City concurs with the traffic study area depicted in Figure 1.
2. IF traffic count and turning movement data exists for the requested locations it can be found at the following link: [EDITED]
3. No input to provide on the identification of historic resources.

Sincerely,
Dan
Daniel S.Wall, P.E.
Director of Public Works
City of Vernon
(323) 583-8811 Ext 305

From: Chio, Man San (Vincent) <ChioM@metro.net>
Sent: Wednesday, July 22, 2020 1:42 PM
To: Figueroa, Diana <dfigueroa@ci.vernon.ca.us>; Wall, Daniel <dwall@ci.vernon.ca.us>
Cc: Owens, Jeanet <OwensJ@metro.net>; O'Neill, Patrick <Patrick.Oneill@hdrinc.com>
Subject: RE: Link Union Station and Malabar Yard

Hi Diana and Dan,

Thank you for the contact information at the Vernon Chamber of Commerce and the opportunity to participate at the August Business and Industry Commission (BIC) meeting. Yes, we will be more than happy to provide a project presentation at the August 13th meeting. We will follow up with names of the attendees and the presentation soon.

Dan,

As a follow-up to our last meeting, we have attached our request for information regarding historic traffic count data and historic properties. Please review and let us know if there are any questions.

Thanks,

Vincent Chio, P.E.
LA Metro
Director
Program Management | Regional Rail
213.418.3178 W
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

August 13, 2018
1:00 pm, PT (4:00 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro –LA Conservancy Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 291-344-3058

Attending: FRA: *Lyle Leitelt, Katherine Zeringue, Karla Bloch, Amanda Ciampolillo;* ***Volpe:*** *Rich Reiss;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***CHSRA:*** *Meg Scantelbury, Jeff Carr;* ***LA Metro:*** *Vincent Chio, Danielle Valentino;* ***LA Metro Consultant (HDR):*** *Nina Delu, Patrick O'Neil, Ben Volta;* ***HDR Consultant (ICF):*** *Daniel Paul, Rick Starzak;* ***Los Angeles Conservancy (LAC):*** *Adrian Fine*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was given during the meeting. The notes that follow on the discussion points that arose as a result of the presentation. A copy of the presentation is attached.

N Delu of HDR conducted the meeting.

- Introductions
    - Federal Railroad Administration (FRA)
        - Lyle Leitelt – Community Planner
        - Katherine Zeringue – Federal Preservation Officer
        - Karla Bloch – Southwest Regional Manager
        - Amanda Ciampolillo– Environmental Protection Specialist
        - Volpe
            - Rich Reiss
        - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
            - David Fee – Environmental
            - Laina Petrinec – Environmental
    - California High-Speed Rail Authority (CHSRA)
        - Meg Scantlebury – Cultural Resources (Manager)
        - Jeff Carr – Cultural Resources
    - Los Angeles County Metropolitan Transportation Authority (LA Metro)

DRAFT

        - Vincent Chio – Director of Engineering (Regional Rail)
        - Danielle Valentino - Regional Rail Community Relations
        - LA Metro's Engineering & Environmental Consultant (HDR)
            - Nina Delu – Cultural Lead for Environmental
            - Patrick O'Neill – Environmental Project Manager
            - Ben Volta – Archaeologist
            - HDR's Consultant (ICF)
                - Daniel Paul – Architectural Historian
                - Rick Starzuk – Architectural Historian
    - Los Angeles Conservancy
        - Adrian Fine – Director of Advocacy

- Link Union Station (US) Project Update
    - The project is in the early project development phase.
    - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document.
- Section 106 Updates: Identified/Evaluated Cultural Resources (16)
    - N Delu said the Finding of Effect (FOE) is with FRA, and it will subsequently go to SHPO and then to the consulting parties and LAC for review.
        - A Fine asked for the timeframe of when it would go to them. HDR did not provide a specific date, but mentioned it could be later in the fall or winter.
    - 15 historic properties (1 archaeological and 14 historic architectural) have been identified.
    - Two CEQA only resources have been identified: Barabee Store and Warehouse and Friedman Bag Company – Textile Division Building.
    - After slide 21, A Fine asked how HDR is determining indirect effects. ICF said they go through the analysis by breaking it into two components - how a site makes it to the national register and why it's eligible in the first place, and then what are the characteristics. They noted a Building Information Modeling (BIM) model has been made due to the scale of the project and that helps determine the visual impacts.
        - He further asked if the team has established any threshold criteria to help determine if something is or isn't an indirect impact. HDR answered that there isn't a threshold built into the evaluation, but how they arrived at their conclusions are all fully explained in the analysis and narrative. For impacts like noise or vibration, they used the federal criteria.
    - A Fine asked where the dedicated High Speed Rail track would start in relation to the William Mead Homes. On the map, the team showed that the dedicated track option does take additional right-of-way and impact the homes. Buildings are not impacted with that alignment, but more analysis will still be done. HDR also mentioned that in an earlier design, the Post Office Annex building would have been impacted, but the alignment has changed to no longer impact that.

DRAFT

- Schedule (Slide 31)
    - The schedule shown was focused mostly on the Section 106 process. The draft Identification/Evaluation is out and open for comments with the Consulting Parties now while the Alternatives Analysis is with FRA for review.
    - HDR anticipates an adverse effect, and therefore a Memorandum of Agreement (MOA) will be needed. They anticipate to resolve all processes with a Final MOA around summer of 2019.
- Next Steps
    - N Delu encouraged the LAC to submit formal written comments on these documents sooner rather than later within the given timeframe.
        - LAC noted they will be preparing written comments.
    - There is a SHPO meeting scheduled for later in September. Future consultation meetings will be likely, but are not scheduled at this time.
        - HDR clarified that comments regarding alternatives and the project description in general can be made now but they are primarily looking for comments on the Identification Package.
- Questions/Comments
    - A Fine had concern that the above-grade option is intruding or adding to impacts. When weighing the alternatives, those that are actually going to provide more impacts should be a factor. He was curious about process for determining a preferred alternative.
        - P O'Neill said both alternatives and concourse options are being studied with an equal level of detail in the Draft EIR/EIS. If there's a possibility LA Metro can get to a preferred ahead of the public release of the Draft with all groups, it would be great, but if not, will go out for public review and then they will have a separate EIS/ROD.
        - A Fine asked if the no-build alternative isn't happening, in terms of CEQA, which is preferred? The group responded that it is hard to say at this point.

DRAFT

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

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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>

From: Delu, Nina
Sent: Monday, July 17, 2023 2:14 PM
To: Rushing, Brett@HSR; MacKinnon, Amy T@HSR; Montez, Carlos
Cc: O'Neill, Patrick; Osorio, Mario; Mull, Andrew; Volta, Beniamino
Subject: FW: Link US Section 106 FOE Review

Please see the email below from David Schonbrunn from TRAC.

Nina Delu, RPA
M 949.892.9413

hdrinc.com/follow-us

From: David Schonbrunn <David@Schonbrunn.org>
Sent: Saturday, July 15, 2023 9:28 PM
To: Delu, Nina <Nina.Delu@hdrinc.com>
Subject: Re: Link US Section 106 FOE Review

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.

I've checked with my team, and we have no comments on that document.

We do have several brief comments about the project's fundamental infeasibility, which I hope to forward to you soon.

--David

On Jul 15, 2023, at 9:43 AM, David Schonbrunn <david@Schonbrunn.org> wrote:

From: "Delu, Nina" <Nina.Delu@hdrinc.com>
Subject: RE: Link US Section 106 FOE Review
Date: July 11, 2023 at 3:27:28 PM PDT
To: David Schonbrunn <David@Schonbrunn.org>
Cc: "Volta, Beniamino" <Beniamino.Volta@hdrinc.com>

Hi David –

Just a reminder that comments on the Finding of Effect Document for the Link Union Station Project are due by Friday, July 14th. Please let me know if you will be submitting comments.

Thank you!
Nina

August 13, 2018
10:30 am, PT (1:30 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro –LA Union Station Historical Society Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 163-7185

Attending: FRA: *Katherine Zeringue, Lyle Leitelt;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***CHSRA:*** *Meg Scantelbury;* ***LA Metro:*** *Vincent Chio, Danielle Valentino;* ***LA Metro Consultant (HDR):*** *Nina Delu, Patrick O'Neill;* ***HDR Consultant (ICF):*** *Rick Starzak, Daniel Paul;* ***Los Angeles Union Station Historical Society (LAUSHS):*** *Tom Savio, Susan MacAdams, Alan Weeks, Michael Jordan Berg, Vicki Rice*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was given during the meeting. The notes that follow on the discussion points that arose as a result of the presentation. A copy of the presentation and an agenda are attached.

N Delu of HDR conducted the meeting.

- Introductions
    - Federal Railroad Administration (FRA)
        - Katherine Zeringue – Preservation Officer
        - Lyle Leitelt – Community Planner
        - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
            - David Fee – Environmental
            - Laina Petrinec – Environmental
    - California High-Speed Rail Authority (CHSRA)
        - Meg Scantlebury – Cultural Resources (Manager)
    - Los Angeles County Metropolitan Transportation Authority (LA Metro)
        - Vincent Chio – Director of Engineering (Regional Rail)
        - Danielle Valentino - Regional Rail Community Relations
        - LA Metro's Engineering & Environmental Consultant (HDR)
            - Nina Delu – Cultural Lead for Environmental
            - Patrick O'Neill – Environmental Project Manager

- HDR's Consultant (ICF)
    - Rick Starzak – Architectural Historian
    - Daniel Paul – Architectural Historian
- Los Angeles Union Station Historical Society (LAUSHS)
    - Tom Savio – Executive Director LAUSHS
    - Susan MacAdams – Board Member Train Riders Association of CA
    - Alan K Weeks – Schedule Maker
    - Michael Jordan Berg – Volunteer
    - Vicki Rice - Volunteer

- At the start of the meeting, the LAUSHS requested to record the meeting and was granted permission from FRA and the others attendance. As both HDR and FRA were taking notes of the meeting, FRA committed to ensure that notes will be distributed to the LAUSHS for review and edit prior to finalization.
- Link Union Station (US) Project Update
    - The project is in the early project development phase.
    - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document. For the EIS/EIR, design would not be advanced beyond 15%.
    - LAUSHS asked during slide 13 what the building capacity per day is.
        - HDR answered that they are utilizing projections calling for almost doubling of daily ridership and are working towards a 2040 timeframe goal. The baseline currently is about 100,000 and double is about 200,000 daily passengers.
        - The above-grade concourse would be 60 feet above grade.
- Section 106 Updates: Identified/Evaluated Cultural Resources (slide 16)
    - 15 historic properties (1 archaeological and 14 historic architectural) have been identified.
- Schedule
    - The schedule shown on Slide 31 was focused mostly on the Section 106 process. We are at Step 2. Identification documents have gone to SHPO.
    - The draft Identification/Evaluation is now open for comments with the Consulting Parties while the Alternatives Analysis is with FRA for review.
    - The LAUSHS asked a question if the EIR/EIS or this presentation was on the website. N Delu clarified that the Draft EIR/EIS has not yet been released and this PowerPoint is not but HDR can provide this PPT to LAUSHS.
    - Next is Step 3 – assess effects. We think there are adverse effects, but those draft documents are currently under review by FRA.

- Next Steps
    - N Delu encouraged the group to submit written comments on these documents sooner rather than later within the given timeframe.

- M Berg asked if there is there a certain age for what determines buildings are historic. N Delu said there are certain criteria but it is generally around 50 years.

- Questions/Comments
  - T Savio brought up a number of features that the LAUSHS would like to see preserved.
    - N Delu brought up slide 32 with the bulleted list of historic features most likely to be affected at LAUS.
    - T Savio said LAUSHS has pretty much the same list.
    - He is concerned something could happen to the Cesar Chavez roman-arched bridge.
    - He cautioned the team to preserve the gangways and ramps that lead up to the station because they have unique signage built into the walls.
    - He discussed the original station had comfortable curvatures motifs and there are currently modern and uncomfortable benches which he does not like. LAUSHS would like to see the seating improved to be more similar to original design with the wrought iron curvature.
    - Roof on Butterfly Shed (also known as the umbrella shed) is unique in its design and appears in many movies, so he wants to make sure it is not obliterated with this project.
    - There are a number of street lamps that look like early 20th century on the platform and are very attractive, he wants to know if there're correct for the original art deco.
      - ICF said they are not sure when the street lamps on the platform were brought in but the old concrete luminaires that exist now along the ramp are original.
    - The LAUSHS requested a 3-D scale model of for both alternatives for them and the public and requested the dollar amounts for both.
  - S Mac Adams comments
    - There are old plans from Parkinson's original design with knockout panels for two more parallel tunnels that show a better way to expand capacity from the concourse to the tracks. No one has showd a more practical solution. She would like to see that design come back to life, and have talked to archivist about bringing old plans to the table. She said this could allow the passenger tunnel to have a halo concept underground and keep the historic nature without spending two billion dollars.
    - She brought a hard copy of the California Rail News from last year of an article she wrote that has consensus with TRAC and LAUSHS of the recommended changes to the facilities. She requested the team read and pass on to FRA.
    - She discussed the Bike Hub service facility building which she claimed didn't have a CEQA review and was supposed to be temporary and does not follow codes or belong with the historic train depot.
    - She said she will make formal comments on how there is no understanding for how the proposed tracks work and alignment will work or be connected to the station.
  - Contamination concerns around the Link US site

DRAFT

- S MacAdams said that since she used to be a planning manager for LA Metro, she is aware of hazmat issues in the area. For a previous project, there were chemicals leaking under the station that had to be cleaned up, and the same thing occurred with the Denny's when that Denny's was moved and rebuilt. That type of dirty soil exists around this area since there are active wells that are still being investigated. She said that one active well is out by the throat of the rail yard.
- M Berg explained that he lived and worked for the City of LA stationed across the street since about 1986. He learned in 2016 that the historical uses between the station and the river have caused enormous amounts of contamination from the Macy Bridge to two miles south of there. For decades it was a chemical processing plant for manufactured gas, where they used land as a filter. Because of this, incomplete combustion and liquid byproducts ended up in the river and station area.
- M Berg got very sick with blood cancer, multiple melanoma, and his endocrine system stopped working. These issues are consistent with inhalation of volatile organic compounds (VOCs) like benzene.
- His concern is bringing more people to this area could be a pathway to ingest toxic chemicals and he believes the environmental impact of this project must deal with the historic use of chemical processing. Although here have been processes to remove and clean up the area, nothing has really worked and it is still a major problem.

o A Weeks noted this is a major project and he asked about how long it would take. P O'Neil said they are in the process of figuring out construction phasing and timing. Since the information they have now is just in the preliminary stages, once it is complete it will be posted, but would take a number of years.

o N Delu encouraged them to submit written comments to FRA and we will take any materials LAUSHS has brought to make sure FRA will get copies. N Delu will provide the FRA contact information that is in the last slide of the PowerPoint to the LAUSHS.

DRAFT

Los Angeles Union Station Historical Society

PO Box 411682
Los Angeles CA 90041
launionstationpreservation.org

September 3, 2018

Ms. Katherine Zeringue
Federal Preservation Officer
Environmental and Systems Planning Division
Office of Railroad Policy and Development
1200 New Jersey Ave., SE
Washington, DC 20590

Ref: Teleconference with LAUSHS on LA Metro LINK Project

Dear Ms. Zeringue,

Thank you for your recent teleconference with Board Members of the Los Angeles Union Station Historical Society (LAUSHS) concerning possible Section 106 related issues with LA Metro's proposed LINK project.

There were five specific areas of concern that we discussed. Afterwards, LAUSHS Board Members gave their personal evaluations of the LINK project and the level of cooperation LAUSHS received from LA Metro on this and other Section 106 issues, including the continuing underground HAZMAT issue at the site—see Appendixes A & B.

Overview: Los Angeles Union Station—originally named the Los Angeles Union Passenger Terminal—is a unique and outstanding example of Hispanic-Colonial Revival architecture with Art Deco detailing. It opened in 1939 and has been called the "last of the great railroad stations" in America. Moreover, it is arguably the best architectural manifestation of the "California Dream' " ethos in style and

purpose, still standing in its original location and still used, without interruption, for its original purpose. Union Station has been so treasured by the citizens of Los Angeles that, in the 1960s when train travel reached its lowest point, a consortium of churches, including Catholic, Methodist and other denominations, considered converting Union Station into a unique, ecumenical Cathedral of Los Angeles.

A: Concerning the original circa 1939 "umbrella" or "butterfly" sheds that protect the station platforms and passengers from the elements, LAUSHS believes that, should LINK come to fruition, at least one of the sheds should be preserved and/or repurposed because of the Art Deco indented sheet metal detailing on the upright columns, undersides and end panels, along with the unique circular disks that designate the track numbers—see photos 1 & 2.

B: LAUSHS believes there are elements of the original concrete platform ramps, with their unique Art Deco indented and elongated pentagonal details, that are worth preserving, especially the novel ones that both spell out "S-T-A-T-I-O-N" and seem to point in the direction of the station headhouse-see photo 3 & 4.

C: LAUSHS is also of the opinion that the current circa 2100 blue-plastic-coated and uncomfortable platform seating should be replaced with any remaining circa 1939, turquoise-painted, curvilinear wrought-iron and comfortable bench seating or accurate replicas. At least one example of an original bench, still in original paint, was found during LAUSHS' survey. It rests next to the Amtrak maintenance shed on the far Northeast side of the platforms. We believe it should be removed for preservation and a suitable alternative provided for the Amtrak crew. There are also several wrought-iron benches very similar to the above that are painted brown and scattered around the station's garden patios. These may be circa 1939 originals or early replicas. At our behest, Metro has promised to research their pedigree—see photos 5, 6 & 7.

D: Anchoring the north end of Union Station's railroad yard, where the platform tracks join the mainline tracks—called the "throat" –are two circa 1939 single-span, concrete "Roman Arch" bridges. They gracefully carry the throat over Cesar Chavez Boulevard and Vignes Street. LAUSHS believes that these bridges may be architecturally and historically significant, so we recommend that further research be done to determine their position of importance in the gazetteer of American railroad bridges—see photos 8 & 9.

E: The main visual and architectural element of the LINK project is a giant, "donut-shaped" enclosed-glass concourse (described by the architect as the "Halo of the

City of Angels"). It would be suspended above the tracks in complete opposition to the adjacent historic circa 1939 Hispanic-style station. The "donut-shape" concourse recalls a very similar structure that currently sits on the roof of the "ARoS" Kunstmuseum in Denmark—which was derided by one architectural critic as a "Danish Hamster Tube". It would bring little to Los Angeles' historic Union Station, but instead clash with its ambiance and impede the flow of the travelling public. Moreover, what may be easier to cool in Northern Europe would be more challenging and energy-wasting to cool in semi-tropical Los Angeles.

While LINK provides a grand shopping venue for LA's commercial developers, it does so by raising all train tracks 16 feet to give it suitable headroom. Consequently, train passengers, including seniors and the disabled, will be obliged to ascend to the glass ring above the tracks, make their way around it and then descend to their assigned platforms, instead of simply travelling directly from the station headhouse through the current tunnel and ramps and then up to their platforms. Furthermore, any future increase of passengers can be accommodated by simply opening and completing the two built-in "hidden" pedestrian tunnels designed by the original architect for just such an eventuality.

Therefore, it is LAUSHS' opinion that the current LINK proposal is mainly driven by commercial development prospects and not by passenger efficiency. As far as the traditional purpose of a railroad station, LINK is unnecessary, impractical, aesthetically flawed and will have an irredeemable impact on LA Union Station's historic environment and ambience—see photos 10, 11 & 12.

In conclusion, LAUSHS is very grateful for the opportunity to have consulted with the Federal Railroad Administration on the future of the LINK project and Los Angeles Union Station. Should there be any further questions, concerning Union Station's Section 106 issues, please contact us by US Mail at the address above, by Email at laushs@earthlink.net or by telephone at 626-799-3925.

Respectfully submitted,

Tom Savio
Executive Director
LAUSHS

Cc. LAUSHS Board of Directors
✓ Lyle Leitelt, FRA
Adrian Fine, LA Conservancy

June 10, 2023

Ms. Antonia “Nina” Delu, RPA
Environmental Services Project Manager, HDR

Ref: Formal reply to April 21, 2023, Email Concerning Sec. 106 Consultation for Los Angeles Union Station

Dear Ms. Delu,

As the Executive Director of the Los Angeles Union Station Historical Society (LAUSHS), I gave an informal reply to the April 2023 Draft Second Supplemental Cultural Resource Report via telephone, and now below is the official reply of the LAUSHS Board of Directors (Board) compiled, after much discussion, in its capacity as a Los Angeles Union Station Section 106 consultant.

There are three issues in the April 2023 email that the Board believes are within in its Sec. 106 mandate to comment.

1) **Rail Yard Canopy Design Option 1 (Individual Canopies)** - The Board agrees with the general concept of replacing Union Station’s circa 1939 platform “umbrella sheds” with new ones that reasonably replicate the design of the originals, given the likelihood that track and platform locations will likely change from their original positions with the arrival of California High Speed Rail and the conversion of the current stub end terminal into a run-through terminal. Naturally, the Board’s opinion is contingent on its review of the replacement umbrella sheds’ visual design proposal -- something that has not yet been presented for its review. Consequently, the Board respectfully requests a copy of the umbrella sheds’ visual design proposal at the earliest convenience.

   Attendant to the foregoing, the Board requests that at least one end section of an original umbrella shed, complete with its unique track number sign, will be provided for use in a proposed permanent public exhibit highlighting Union Station’s history and its impact on Southern California history, arts, and community. This exhibit might include artifacts from LAUSHS’s comprehensive collection of Union Station memorabilia that spans its pre-construction proposals through to its current operation.

2) **Rail Yard Canopy Design Option 2 (Grand Canopy)** – Again the Board’s opinion is constrained by the lack of a visual design proposal for the “grand canopy”. That said, Union Station’s open-air umbrella sheds are consistent with Southern California’s mild Mediterranean climate of moderate winter temperatures and precipitation (the Winter of 2022-2023 hopefully was an exception). So, a grand canopy is neither necessary nor consistent with Union Station’s historic Southern California’s joie de vivre that was a promotional theme of the railroads and architects. Moreover, a grand canopy could present unique maintenance issues, trap diesel locomotive exhaust (depending upon when or if all passenger trains will be electrically propelled) and could become a heat trap during Los Angeles’ sizzling summer days.

3) **Los Angeles Union Station Alameda LINK US Esplanade Proposal** - The Board continues its objection to the LINK US Esplanade Proposal including its "misting" water fountain because it would eliminate all remaining automobile parking, including disabled parking, from in front of Union Station's entrance. This proposal, according to current and former Metro staff is a ruse to justify "peeling off" what remaining grant funds are still available from the discredited LINK US all-glass, elevated, "gerbil carousel" proposal over Union Station's platforms. That said, the misting water fountain feature is contrary to the historic architectural concept of Union Station. Union Station's original architects, Parson & Parson, envisioned the station's landmark West Façade as a place where passengers and other station visitors could conveniently and temporarily park while they conducted travel-related business and patronize its restaurants and other services. It was an acknowledgement of the dramatic rise in private automobile culture that Southern California experienced in the first half of the 20th Century, like the firm's iconic 1928 Bullocks Wilshire department store. Bullocks celebrated main entrance faced its parking lot, not Wilshire Boulevard. (Today, the former Bullocks Wilshire is the seat of the Southwestern University School of Law.)

Although automobile traffic is no longer in vogue due to Los Angeles' air pollution, traffic congestion, the growing scarcity of resources, the modest public parking at the front of Union Station has a miniscule impact but is very convenient for passengers of energy-saving trains, patrons of the station's two restaurants and cultural events that are held in the adjacent former ticketing hall. As for disabled parking, Metro's suggestion that disabled persons should be content using the second story, north-side parking lot, which requires an elevator ride to access the main hall, appears cavalier. This alternative would double the distance to be negotiated by disabled persons with business at the front of the station. The Board believes the Esplanade Project will compromise Metro's obligations to reasonably accommodate disabled persons.

Furthermore, the Esplanade's proposed water fountain, even though it would be "recirculating", will still lose about 10% of its volume through evaporation day after day, year after year. This would be both wasteful and send the wrong message to the public about the need to conserve water in Southern California's semi-desert climate.

The Esplanade project will replace Union Station parking spaces with new pavement serving mainly tourists, seasonal sport fans, and the unhoused who would be seeking cooling by the fountain mists while taking a break from the short walk to the "Olvera Street" tourist attraction and the a proposed "McCourt-Metro" cable car ride to Dodger Stadium. Furthermore, the cable car or "gondola" would be serviced by an entirely inappropriate "futuristic-amusement-park-style" terminal building astride Alameda Street and conspicuously in front of Union Station's iconic West Façade. As for the unhoused, they may simply take root having been evicted from the public seating in Union Station's vast hall. In short, the Board believes that Esplanade Project is artistically, historically, and environmentally irredeemable and a "No Build Option" should be chosen.

Why might Metro swerve from its duty to protect the public's artistic, historic, and natural resources? The Board has come to the conclusion that Metro may be predisposed to maximum "monetizing" of the grant process by promoting superfluous projects despite their negative impacts on the overall public weal. Indeed, two former Metro Board members are newly convicted felons awaiting sentencing for "monetizing" their official duties.

In conclusion, the LAUSHS Board of Directors believes that both Build options to protect Union Station's track and platforms from the elements are reasonable given the overwhelming benefits of converting the station from a stub end terminal to a through terminal if some of its artistic and historic resources are protected in the manner describe above. However, the Board believes that the Esplanade Project is the anthesis of responsible public planning and a No Build option is in the best interest of the public.

Respectfully submitted,

/S/

Thomas R. Savio
Executive Director, Los Angles Union Station Historical Society

cc: LAUSHS Board of Directors

Meeting Summary

Project:	**Link Union Station**
Subject:	Section 106 Consultation with Los Angeles Union Station Historical Society (LAUSHS)
Date:	Monday, July 10, 2023
Location:	Webex Virtual Meeting
Attendees:	Brett Rushing – California High Speed Rail Authority (CHSRA) Amy MacKinnon – CHSRA Chandra Miller – CHSRA Tom Savio – LAUS HS Nina Delu – HDR Mario Osorio – HDR Patrick O'Neill – HDR Andrew Mull – HDR Regan Del Rosario – HDR

The intent of this meeting was to provide Los Angeles Union Station Historical Society (LAUSHS) with a focused Section 106 meeting to discuss the recently circulated Draft Findings of Effect document for the Link Union Station (Link US) Project. This consultation is conducted under Section 106 of the National Historic Preservation Act, led by the California High Speed Rail Authority (CHSRA) as the NEPA lead agency. HDR reviewed what triggered the Section 106 consultation with historic preservation stakeholders and stressed that it is a conversation. A PowerPoint presentation is attached to this Meeting Summary that guided the conversation (See Attachment A).

1. **Introductions**

2. **Link US – Project Overview**

HDR presented existing conditions and an overview of Major Project Components.

Section 106 Related LAUSHS Questions (Q)/ Link US Team Answers (A) about Project:

- Q: How many years ago did the Cesar Chavez Undercrossing receive a status change for historic resource eligibility?

  A: The Cesar Chavez Undercrossing is named as a contributing component of the Los Angeles Union Station Terminal National Register Nomination, which was completed in the 1980s.

- Q: Does the Mission Tower still operate/function with the LAUS tracks? If there were access it would make a very good museum for our collection of photographs and other station memorabilia.

A: No, the Mission Tower has no current operations today, and does not have access for the public.

- Q: Is it possible for a replacement bridge (Vignes/Cesar Chavez) to replicate the historical arch, which is purposefully modelled off a Roman arch.

  A: At this point, bridge design would be decided through consultation with the SHPO (and other Consulting Parties) about replacement in-kind or replacing with a new bridge style that clearly defines what is new vs. old at the station. A particular bridge design has not been discussed with SHPO yet and nothing has been decided, but we can let the SHPO know of your preference for in-kind replacement.

- Q: Why are they removing the existing umbrella sheds? LAUSHS requests that one end and one pillar be saved for the future, as an example of what historically was used at the station.

  A: The platforms are all proposed to be reconstructed because of the proposed elevated railyard. Each platform needs to be reconstructed based on what kind of trains need to be accommodated (e.g., HSR, Amtrak, Metrolink, etc.). Some platforms will be built high, and some will be built low.

Non-Section 106 Project Related Questions (Q)/ Link US Team Answers (A) about Project:

- Q: Are the exit tracks designed with tight curves in attempt to keep open the area south of the tracks for a possible future high-rise development or were they designed with tight curves based on engineering recommendations? LAUSHS recommends softening the curves if possible.

  A: The curvature of the exit tracks was designed to accommodate HSR design criteria. HDR confirms that the design maintains certain platform lengths to accommodate for future operations. Its design is the result of engineering consultation with rail operators and the Project's budget.

- Q: Is it the intention to have high platforms like most major stations so people can walk directly from the carriage to the station?

  A: The intent is to accommodate the needs for each rail operator. HSR intends to have high level floors for operations while platforms for regional/intercity rail will have track-level floors for boarding.

3. Section 106 Process Update

HDR reviewed the four-step process for Section 106 and noted we are in Step 3 of the process to assess adverse effects. Our team is collecting input from Section 106 Consulting Parties and including pertinent information from these meetings into the FOE, then circulating the document to SHPO. Once concurrence from SHPO is received, the team will then work with consulting parties to address effects. HDR identified the Area of Potential Effect (APE) and completed work to identify resources that qualify as a historic property under Section 106.

4. **Finding of Effect**

HDR pointed out that there is an executive summary provided for the lengthy FOE document and presented the draft conclusions. CHSRA proposes that there will be No Effect on the 5 bridges (viaducts) over the LA River and there will be No Adverse Effect to 9 historic architectural resources.

HDR also notes that there would be 3 properties with an Adverse Effect at North Main Bridge, Los Angeles Union Passenger Terminal, and Vignes Street Undercrossing. One archeological site under LAUS was included as an Adverse Effect.

5. **Next Steps**

The FOE documents the assessment of project effects to historic properties and contains supporting documentation including draft measures to resolve adverse effects. Consulting parties are encouraged to submit written comments to CHSRA and Metro as it relates to Project effects on historic properties. We are about halfway through the 30-day review period and our team is asking for responses by mid-July. HDR to confirm comment due date and inform the team (**comments are due by 7/19**). Meeting minutes will be provided to the SHPO so they can better understand concerns of consulting parties.

Next steps include CHSRA notifying the Advisory Council on Historic Preservation of the Finding of Adverse Effect and inviting them to consult. CHSRA and Metro will consult with SHPO, ACHP (if they participate) and Consulting Parties on resolution of adverse effects and appropriate avoidance and mitigation strategies – this would be memorialized in a Section 106 Memorandum of Agreement (MOA).

6. **Questions/Comments**

HDR requested that the LAUSHS submit any comments or questions in writing, but also stated that LAUSHS had already submitted comments on the Second Supplemental Cultural Resources Report that relate to resolving adverse effects.

CHSRA thanked LAUSHS for attending the meeting.

LAUSHS stated their support of California High Speed Rail and for this project. Mr. Savio stated that is important to have up to date rail transportation that the public can rely on. He also noted that the LAUSHS had a series of historic photos of the construction of Union Station (one photo was taken every day of the progress of the construction) and that these might be housed in an exhibit or museum about LAUS. Last, he stated his disappointment in Metro being unable to attend this meeting.

7. **Action Items**

- HDR to provide meeting minutes to LAUS HS review and comment.

August 13, 2018
4:00 pm, PT (7:00 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro – Kizh Nation - Gabrieleno Band of Mission Indians Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 163-7185

Attending: FRA: *Katherine Zeringue, Amanda Ciampolillo, Karla Bloch;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***CHSRA:*** *Meg Scantelbury, Brett Rushing, Jeff Carr;* ***LA Metro:*** *Vincent Chio, Danielle Valentino;* ***LA Metro Consultant (HDR):*** *Nina Delu, Ben Volta;* ***Kizh Nation – Gabrieleno Band of Mission Indians:*** *Andrew Salas, Matt Teutimez*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was used during the meeting. The notes that follow focus on the discussion points that arose as a result of the presentation. A copy of the presentation is attached.

N Delu of HDR conducted the meeting.

- Introductions
    - Federal Railroad Administration (FRA)
        - Katherine Zeringue – Federal Preservation Officer
        - Karla Bloch – SW Regional Manager
        - Amanda Ciampolillo– Environmental Protection Specialist
        - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
            - David Fee – Environmental
            - Laina Petrinec – Environmental
    - California High-Speed Rail Authority (CHSRA)
        - Meg Scantelbury - Cultural Resources Manager
        - Brett Rushing – Cultural Resources
        - Jeff Carr - Cultural Resources
    - Los Angeles County Metropolitan Transportation Authority (LA Metro)
        - Vincent Chio – Regional Rail
        - Danielle Valentino - Regional Rail Community Relations

        - LA Metro's Engineering & Environmental Consultant (HDR)
            - Nina Delu – Cultural Lead for Environmental
            - Ben Volta – Archaeologist
    - Kizh Nation - Gabrieleno Band of Mission Indians
        - Andrew Salas – Tribal Chairperson
        - Matt Teutimez – Tribal Biologist

- Link Union Station (US) Project Update
    - The project is in the early project development phase.
    - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document.
- Section 106 Updates: Identified/Evaluated Cultural Resources (slide 16)
    - N Delu said the Finding of Effect (FOE) is with FRA, and it will subsequently go to SHPO and then to the consulting parties for review.
    - The tribe asked if tracks will be on the ground surface at Commercial Street. LA Metro replied that the run-through track structure will be on piers until Center Street. A Salas mentioned they will need to talk about that site because they have knowledge on that area.
    - Archaeological Site CA-LAN-1575/H (slide 28)
        - After early consultation discussions with the SHPO, HDR decided to evaluate each component of the site separately since it is complex in terms of human occupation. The evaluation shows what criteria apply through the different time periods, and this multi-component site is NRHP eligible under Criterion D (Information Potential) for the Prehistoric/Native American Period and for the American Period (this is pending SHPO concurrence).
        - Currently, the boundary of the site is arbitrary and is drawn to property lines, but this project will show it extending throughout the APE.
- Schedule (slide 31)
    - The schedule shown was focused mostly on the Section 106 process. The draft Identification/Evaluation is out and open for comments with the Consulting Parties now while the Alternatives Analysis is with FRA for review.
    - HDR anticipates an adverse effect, and therefore a Memorandum of Agreement (MOA) will be needed. They anticipate to resolve all processes with a Final MOA around summer of 2019.
- Next Steps
    - N Delu encouraged the Kizh tribe to submit formal written comments on these documents sooner rather than later within the given timeframe.
    - There is a SHPO meeting scheduled for later in September. Future consultation meetings will be likely, but are not scheduled at this time.
    - The Kizh Nation did not receive the documents that N Delu sent, and she will work with him to resolve that to make sure they get everything.

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- Questions/Comments
    - A Salas explained to the project team about an old sycamore tree that used to stand in the Commercial Street area off Vignes. The tree gave recognition of the sacred burials in the area.
        - M Teutimez said that sycamore trees were used in much of the tribe's territory. Oak trees were typically used for canopy for shade, and while Sycamores also provide shade, they shoot up high so you can notice them from a distance in a riparian corridor. The tribe believes that areas surrounding sycamores were used for not just burials, but for significant burials.
        - The cogstone or sun symbol in stone shaped like a donut with cylinders or tire treads is an artifact dated to 10,000 years that is found within Gabrielino territory and has been identified as a type artifact of their culture. During a recent project (see below), small cogstone-shaped beads and other artifacts were found associated with burials along the Commercial Street corridor. Cogstone-shaped artifacts were traditionally buried with people with authority. The artifacts found, including the tiny beads found in this area, show it was where the significant/wealthy/authority figures or royalty were buried.
        - A Salas said that when the LA DOT project conducted trenching to install an electrical conduit down Commercial Street between Center Street and Alameda, the crew encountered a burial. A Salas was called in as the Most Likely Descendent (MLD). It was about 7 feet below ground where they were going to install the conduit. The archeologist wanted to do data recovery, but the Tribe objected. Looking at the trench walls, the Tribe could tell there were plenty more burials located in the area heading towards the 101 freeway.
        - Because of this, A Salas had them put 20x20 foot metal shoring on the wall to shore up the deposit and reburied everything they discovered. There was no archaeological monitor there at the time of the initial finding. They found a male, a female, and a child. They were able to sift through the dirt and came across some of the jewelry, the ceremonial artifacts listed above (small cogstone-shaped beads, some with ochre pigmentation) and other artifacts, including steatite, half a bowl, and necklaces. Those who utilized these symbols were important folks, people of authority (M Teutumez showed pictures of very small beads in the shape of cogstone recovered from the trench). A Salas said he retrieved what was needed and had them close up the trench wall, but if they opened up the ground, there would be a lot more burials.
        - A Salas mentioned that at Vignes and Commercial Street south before Center St, fragments of other remains were found.
        - A Salas said they will need to figure out a way to mitigate for this and he believes the archaeological site should be much larger than mapped now due to the presence of the burial site. He believes that the entire area from the bluffs to the river was used for high-status burials.
        - N Delu agreed about the importance of treating this area as a landscape and said that the current archaeological site boundary is arbitrary, so future finds that they can tie temporally to previous finds will grow the boundary. The current recommendation is to collect more data and research this boundary and that is why they are asking the tribe for more information.

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- A Salas explained there is a map from 1938 that was created for LA County Public Library (the Kirkman-Harriman Pictorial and Historical Map of Los Angeles County). This map also recorded the historic trade routes and shows that roads lead all towards the center with the Sycamore tree. This is proof this has always been a very prominent and important area. Natives would come here all the way from Yuma to trade, this was the location. This is the area where shamans of authority would come from. During the San Gabriel Valley Alameda Corridor project, the Tribe told them that there was a mass grave over there. The archaeologists said no. A Salas went there and took his dad, old Joe, and they got escorted off the site. Two weeks later they hit 150 human remains. In Lakewood, same thing happened. The agencies ignored the Tribe, then they hit the burials right there. The Tribe has an understanding of where these sites are.
- N Delu said that knowing all of this information about the sensitivity of the area is important, rather than having to stop and go during construction in the event of a find. The approach she wants to take recognizes that not only is there an eligible archaeological site in the APE, but that the whole project area is highly sensitive. It is tricky to do this with design-build projects because the design will continue to change, but HDR looks forward to keeping the Kizh Tribe engaged so they can help out.
- N Delu reminded that the Identification package is confidential and it is only for certain agencies to view.
- A Salas wants to provide the oral history of the facts to prevent the project from disturbing those sensitive areas if possible.
- HDR is anticipating there will be a treatment plan in place. There is an aspect that is AB52 tribal cultural resources with LA Metro so they will make sure they adequately do mitigation to prepare for these issues.

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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
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nina.delu@hdrinc.com

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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."

Meeting Summary

Project:	**Link Union Station**
Subject:	Section 106 Consultation with Gabrieleno Band of Mission Indians, Kizh Nation (Kizh Nation)
Date:	Monday, July 11, 2023
Location:	Webex Virtual Meeting
Attendees:	Amy MacKinnon – California High Speed Rail Authority (CHSRA) Carlos Montez – Los Angeles County Metropolitan Transportation Authority (Metro) Andrew Salas – Kizh Nation, Chairman Matt Teutimez– Kizh Nation, Tribal Biologist Nina Delu – HDR Mario Osorio – HDR Patrick O'Neill – HDR Andrew Mull – HDR Regan Del Rosario – HDR

The intent of this meeting was to provide Kizh Nation with a focused Section 106 meeting to discuss the recently circulated Draft Findings of Effect document for the Link Union Station (Link US) Project. This consultation is conducted under Section 106 of the National Historic Preservation Act, led by the California High Speed Rail Authority (CHSRA) as the NEPA lead agency. HDR reviewed what triggered the Section 106 consultation with historic preservation stakeholders and stressed that it is a conversation. A PowerPoint presentation is attached to this Meeting Summary that guided the conversation (See Attachment A).

1. **Introductions**

2. **Link US – Project Overview**

HDR presented existing conditions and an overview of Major Project Components.

Section 106 Related Questions (Q)/ Link US Team Answers (A) about Project:

- Q: Can you confirm if Project related work will be done in the parking lot of Denny's? Approximately 150 feet away from the railroad tracks there were human remains recently found when they were putting in an elevator shaft. The archaeological monitor present did not recognize the bones as human remains, and instead was reporting them as rodent bones. It was Kizh Nation who properly identified the remains as human.

  A: The Link Union Station Project will be using the Denny's parking lot for staging only (no ground disturbance). The bulk of the excavation/ground disturbance work is located in the rail yard for the concourse, and in the Commercial Street corridor. To be

responsive to the sensitivity of the Area of Potential Effects (APE) the design team has been able to change the structure type moving through the Commercial Street Corridor to a berm structure – which requires less ground excavation and helps to minimize impacts in that stretch of the project. The FOE document contains a figure that approximates the depth of project components, and there are deeper excavations associated with the Expanded Passageway (beneath the rail yard) as well in the areas where piles will be driven for the bridge across US-101 over to Commercial Street. The FOE reports the entirety of the APE as sensitive for buried resources and notes the sensitivity for encountering human remains.

- Q: Both Chairman Salas and Mr. Teutimez noted that the Project area is essentially a large burial site or cemetery. The El Aliso sycamore tree was located in the Project corridor and represented a meeting place, an area where powerful medicine men gathered and where important individuals were buried. There is oral history of this location as a burial site. Even soils that are previously disturbed are sensitive for containing human remains. Tribal cultural resources should be treated separately from archaeological resources and monitoring by Tribes is essential to recognizing these important features and burials. If remains are found, how is CHSRA going to help protect those resources?

  A: Wherever possible, Metro and the engineers are working to minimize the depths of disturbance to avoid ground disturbance. However, in order to move the Project forward our approach is to avoid first, understand that this area is extremely sensitive for archaeological resources and human remains, and have a very solid historic property treatment plan in place for discoveries during construction. We encourage the Tribe to review the preliminary mitigation measures provided as an attachment to the FOE as the starting point for our conversation about resolving adverse effects to this site.

3. Section 106 Process Update

HDR reviewed the four-step process for Section 106 and noted we are in Step 3 of the process to assess adverse effects. Our team is collecting input from Section 106 Consulting Parties and including pertinent information from these meetings into the FOE, then circulating the document to SHPO. Once concurrence from SHPO is received, the team will then work with consulting parties to address effects. HDR identified the Area of Potential Effect (APE) and completed work to identify resources that qualify as a historic property under Section 106.

4. Finding of Effect

HDR pointed out that there is an executive summary provided for the lengthy FOE document and presented the draft conclusions. CHSRA proposes that there will be an Adverse Effect on the archeological site.

5. Next Steps

The FOE documents the assessment of Project effects to historic properties and contains supporting documentation including draft measures to resolve adverse effects. Consulting parties

are encouraged to submit written comments to CHSRA and Metro as it relates to Project effects on historic properties. Meeting minutes will be provided to the SHPO so they can better understand concerns of the Kizh Nation.

Next steps include CHSRA notifying the Advisory Council on Historic Preservation of the Finding of Adverse Effect and inviting them to consult. CHSRA and Metro will consult with SHPO, ACHP (if they participate) and Consulting Parties on resolution of adverse effects and appropriate avoidance and mitigation strategies – this would be memorialized in a Section 106 Memorandum of Agreement (MOA).

6. Questions/Comments

HDR requested that the Kizh Nation submit any comments or questions in writing. The Kizh Nation noted that they would not have time to review the FOE document. However, since they are in agreement with the finding of adverse effect on the archaeological site, the Kizh Nation is comfortable using these meeting minutes to capture their comments for the Project and they will not submit comments on the FOE. HDR noted that the Kizh Nation will continue to be consulted on the appropriate measures to resolve adverse effects.

CHSRA thanked Kizh Nation for attending the meeting and stated that it is easy to forget that archaeology is also about living communities and recognizes the struggle the Tribe deals with protecting resources. The treatment plan for the archaeological resources should definitely contain details that state that all archaeological monitors should have a certain level of experience, specifically in human vs. non-human bone identification, to work on this project given the sensitivity of the Project and the mistakes that have been made by others in identification of human remains.

7. Action Items

- HDR to provide meeting minutes to Kizh Nation prior to finalizing and sending to the SHPO.

August 14, 2018
1:00 pm, PT (4:00 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro – Tongva Ancestral Territorial Tribal Nation Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 163-7185

Attending: FRA: *Lyle Leitelt, Katherine Zeringue, Karla Bloch, Amanda Ciampolillo;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***CHSRA:*** *Meg Scantlebury, Brett Rushing;* ***LA Metro:*** *Vincent Chio, Danielle Valentino;* ***LA Metro Consultant (HDR):*** *Nina Delu, Patrick O'Neill, Ben Volta;* ***Tongva Ancestral Territorial Tribal Nation (TATTN):*** *JohnTommy Rosas*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was given during the meeting. The notes that follow on the discussion points that arose as a result of the presentation. A copy of the presentation is attached.

N Delu of HDR conducted the meeting.

- Introductions
    - Federal Railroad Administration (FRA)
        - Lyle Leitelt – Community Planner
        - Katherine Zeringue – Federal Preservation Officer
        - Karla Bloch – SW Regional Manager
        - Amanda Ciampolillo– Environmental Protection Specialist
        - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
            - David Fee – Environmental
            - Laina Petrinec – Environmental
    - California High-Speed Rail Authority (CHSRA)
        - Meg Scantlebury - Cultural Resources Manager
        - Brett Rushing – Cultural Resources
    - Los Angeles County Metropolitan Transportation Authority (LA Metro)
        - Vincent Chio – Regional Rail
        - Danielle Valentino - Regional Rail Community Relations

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        - LA Metro's Engineering & Environmental Consultant (HDR)
            - Nina Delu – Cultural Lead for Environmental
            - Patrick O'Neill – Environmental Project Manager
            - Ben Volta – Archaeologist
    - Tongva Ancestral Territorial Tribal Nation
        - JohnTommy Rosas – Tribal Administrator / Tribal Litigator

- Link Union Station (US) Project Update (slide 6)
    - The project is in early project development phase, with about 10-15% of the conceptual engineering complete.
        - JT Rosas asked when grading or excavation plans will be developed. HDR replied that final grading plans will be the final design phase, which is likely around 2020.
    - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document.
        - JT Rosas asked for the square footage of both concourse options (slide 13).
            - N Delu said the green area on slide 11 shows the footprint for both options, which is the same, but the excavation depth for each option is different.
            - JT Rosas explained that he is focusing on this because he wants to stress the need for geotechnical testing at some point in the process. This testing and archaeological testing should be done at the same time in order to minimize impact to tribal resources and it is related to all the background information that he sent to the project team in advance of the meeting. He stated that testing needs to happen between identification and assessment of adverse effects.
- Section 106 Updates: Identified/Evaluated Cultural Resources (slide 16)
    - N Delu said the Finding of Effect (FOE) is with FRA, and it will subsequently go to SHPO and then to the consulting parties for review. This could be later in the fall or winter.
    - Archaeological Site CA-LAN-1575/H (slide 28)
        - After early consultation discussions with the SHPO, HDR evaluated each component of the site separately since it is complex in terms of human occupation. The evaluation shows what criteria apply through the different time periods, and this multi-component site is NRHP eligible under Criterion D (Information Potential) for the Prehistoric/Historic Native American Period and for the American Period (this is pending SHPO concurrence).
        - Currently, the boundary of the site is arbitrary and is drawn to property lines, but this project will show it likely extending through the APE.
            - JT Rosas commented that the date on slide 28 that shows the Prehistoric/Historic Native American Period starts at 1,000 is a joke. He said it goes way back from there to at least 5,000-6,000 years ago,

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including his parents blood line, and it's not like Indians disappeared in 1848.

    - N Delu said she believes that that date reference shown for the site goes back to what has actually been found to date and referenced at the site itself.

- JT asked what information has been sent to SHPO. HDR informed that they have not received formal correspondence from SHPO, but they have sent the Identification package and it is now under their 30-day review.

- Schedule (Slide 31)
    - The schedule shown was focused mostly on the Section 106 process. The draft Identification/Evaluation is out and open for comments with the Consulting Parties now while the Alternatives Analysis is with FRA for review.
    - HDR anticipates an adverse effect, and therefore a Memorandum of Agreement (MOA) will be needed. They anticipate to resolve all processes with a Final MOA around summer of 2019.
        - JT Rosas asked if the group expects to have the Draft EIR/EIS done by 2019 they must have that pretty much done. HDR said that is correct, and that the current version is in administrative form and the findings are under review, with a lot of parallel processes. They reminded that the findings aren't complete without consulting party comments.
        - JT Rosas asked if the team is expecting an MOA or PA. HDR responded that they will likely create an MOA. He says that's pretty soon in the schedule he thinks a PA would be more appropriate because an MOA won't cover everything.
        - JT Rosas asked who would issue the Record of Decision. FRA said they would since they are the lead agency under NEPA.
- Next Steps
    - N Delu encouraged TATTN to submit formal written comments on these documents sooner rather than later within the given timeframe.
        - JT Rosas told the group to consider the emails he sent prior to this meeting as a formal submittal (see attached).
    - There is a SHPO meeting scheduled for later in September. Future consultation meetings will be likely, but are not scheduled at this time.
    - The TATTN did not receive the package of documents that N Delu sent (they were likely sent to an old address), but JT Rosas would prefer to get them by email. She will work with him to resolve that to make sure they get everything.
        - TATTN current address is: 578 Washington Blvd Unit 4. HDR clarified that is the address they mailed it to last Tuesday and tracking shows it was delivered on Wednesday (8/8). He will check to see where it is.
- Questions/Comments
    - JT Rosas doesn't think the drafted reports are up to speed or current based on best available information and also don't consider the NAGPRA jurisdiction.
    - Based on a previous project that was done in the Plaza, after refusing to do testing, they hit over 100 burials, and tried to cover it up. This incident is part of the record that JT

Rosas wants to share so this does not happen again. He wants to prove that he is the Most Likely Descendent (MLD). The letter he provided that describes this event was written by Dr. Kat Lawrence, an anthropologist and archaeologist. JT Rosas also sent NAHC letters from the database that shows that the first pueblo was wiped out and moved, so you could find burials. He thinks the historical context needs to be revised. Reports have to be sufficient. It shouldn't be a problem to use the SWCA report on the Plaza cemetery for historical context. JT Rosas wants us to figure this out in terms of testing.

- JT Rosas stated that slide 16 contains a huge gap with step 2 and step 3 that needs to happen. Don't know when public draft would come out but there will be a confidential draft. This is NEPA CEQA but the NAGPRA issues should be addressed sooner rather than later. Wants to clarify footprint to do archaeological testing. JT Rosas stated that he knows you can't test anywhere, but there are some places where you can test. That's what he requests. He can help with drafting the testing plan because he is good with this stuff. Use your timeframe and description to actually know what the adverse effects for step 4 will be so that you can resolve them.
    - N Delu said the archaeological site is being evaluated. There is sufficient data from previous projects to determine it eligible. Walking through the Section 106 process, you first have to know and understand the sensitive properties, then determine impacts, and then work to resolve them. Our preliminary determination is that the project will have an adverse effect and because of that, a draft MOA containing a detailed treatment plan will be developed that would take this sort of thing into account. JT Rosas said you can try to avoid it but just because it's listed or eligible for listing does not mean it's protected.
    - JT Rosas stated that there may be historical resources there but we know there are tribal resources there. You're not looking at the alternative of in-situ preservation. This is a highly sensitive area. He doesn't think that they are going to accept any data recovery until we determine that it's going to be done as the very last resort. We want to avoid those loopholes to get out of the testing so that we can know what's there. There's a lot of background work that you need to do before you follow all these steps. He doesn't believe it is compliant right now.
    - K Zeringue said that his is not the first Tribe to express concerns about burials in this area. The information he is giving them in this beginning stage is helpful so the team has a better idea about what they are dealing with. They will use this information to help figure out how to best move forward with historic preservation. Since, according to N Delu, plans are only at about 10-15% complete, this is the best time to gather information to inform construction later on. They are just beginning the Section 106 process, and haven't reached the assessment phase yet. The project is not compliant yet because we have not finished the Section 106 process.
    - JT Rosas said the things that are being listed as steps are way more complicated than that. Important to look at these more consistently across LA Metro projects. This is not the first Metro project where they're going to find human remains. If we do all these things that he suggests we're going to be fine. His tribe tries to help. They don't get paid for doing all this work but it's their duty.

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- NAGPRA (Native American Graves Protection and Repatriation Act).
    - JT Rosas believes burials will be encountered and as such the project must be prepared in terms of NAGPRA.
    - JT Rosas did some research:
        - He prefers Alternative 2 because it has the bullet train (HSR). P O'Neill said Link US would accommodate HSR under both alternatives. Since there's a difference, he supports this project and its necessary for the public, but he's not happy with the cultural part so far. Does FRA have a preferred alternative? K Zeringue said FRA has not selected a preferred alternative yet.
        - JT Rosas wants to be included as a lineal descendant under NAGPRA.
- A Ciampolillo said he is the expert and has good information so FRA looks forward to working with him to get the best project forward.
    - He acknowledged that he doesn't expect to get everything he has asked for, and it is up to him to share what information he has. He gave his phone number (310-570-6567) and said we can email or call him to get this project squared away since there is an aggressive schedule.

DRAFT

August 13, 2018
2:30 pm, PT (5:30 pm, ET)

Task Order 28: California High-Speed Rail
Contract No.: DTRT5714D30009

California High-Speed Train Program ARRA Grant
FR-HSR-0009
Grantee: California High Speed Rail Authority (CHSRA)

FRA – LA Metro – Gabrielino/Tongva Nation Link US Section 106 Consulting Party Meeting
Dial-In: 866-583-7984; Passcode: 163-7185

Attending: FRA: *Lyle Leitelt, Katherine Zeringue, Karla Bloch, Amanda Ciampolillo;* ***Volpe:*** *Rich Reiss;* ***FRA/MTAC (TranSystems):*** *David Fee, Laina Petrinec;* ***CHSRA:*** *Meg Scantelbury, Jeff Carr;* ***LA Metro:*** *Danielle Valentino, Ayokunle Origunde;* ***LA Metro Consultant (HDR):*** *Nina Delu, Patrick O'Neill, Ben Volta;* ***Gabrielino/Tongva Nation (GTN):*** *Sam Dunlap*

Notes Prepared by: *Laina Petrinec (TranSystems)*

The meeting took place at the LA Metro HQ. A PowerPoint presentation was given during the meeting. The notes that follow on the discussion points that arose as a result of the presentation. A copy of the presentation is attached.

N Delu of HDR conducted the meeting.

- Introductions
  - Federal Railroad Administration (FRA)
    - Lyle Leitelt – Community Planner
    - Katherine Zeringue – Federal Preservation Officer
    - Karla Bloch – SW Regional Manager
    - Amanda Ciampolillo– Environmental Protection Specialist
    - Volpe
      - Rich Reiss
    - Monitoring & Technical Assistance Contractor (MTAC) TranSystems
      - David Fee – Environmental
      - Laina Petrinec – Environmental
  - California High-Speed Rail Authority (CHSRA)
    - Meg Scantelbury - Cultural Resources Manager
    - Brett Rushing – Cultural Resources
    - Jeff Carr - Cultural Resources

- Los Angeles County Metropolitan Transportation Authority (LA Metro)
  - Danielle Valentino - Regional Rail Community Relations
  - Ayokunle Origunde – Regional Rail
  - LA Metro's Engineering & Environmental Consultant (HDR)
    - Nina Delu – Cultural Lead for Environmental
    - Patrick O'Neill – Environmental Project Manager
    - Ben Volta – Archaeologist
- Gabrielino/Tongva Nation (GTN)
  - Sam Dunlap – Designated Cultural Resource Director

- Link Union Station (US) Project Update
  - The project is in the early project development phase.
  - There are three alternatives: shared tracks, dedicated tracks, and a no build alternative. There are also two design options of an above-grade or at-grade concourse that will be studied in the environmental document.
- Section 106 Updates: Identified/Evaluated Cultural Resources (slide 16)
  - N Delu said the Finding of Effect (FOE) is with FRA, and it will subsequently go to SHPO and then to the consulting parties for review.
  - S Dunlap asked what the differences in construction for both concourse options are. HDR said they are looking into it and have some basic information and timeline at this point. For example, the above-grade may include larger deeper piles, but a smaller footprint.
    - He said he's not opposed to construction at all, but depending on the option they go with, they may expect to find more resources.
  - Archaeological Site CA-LAN-1575/H
    - After early consultation discussions with the SHPO, HDR evaluated each component of the site separately since it is complex in terms of human occupation. The evaluation shows what criteria apply through the different time periods, and this multi-component site is NRHP eligible under Criterion D (Information Potential) for the Prehistoric/Native American Period and for the American Period (this is pending SHPO concurrence).
    - Currently, the boundary of the site is arbitrary and is drawn to property lines, but this project will show it extending throughout the APE.
    - S Dunlap commented that sometimes over decades of archaeological research, people fail to connect the dots. He's seen that before where people limit themselves to site boundaries, but clearly what's on one side of the street is the same as what's on the other side of the street.
- Schedule (slide 31)
  - The schedule shown was focused mostly on the Section 106 process. The draft Identification/Evaluation is out and open for comments with the Consulting Parties now while the Alternatives Analysis is with FRA for review.

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    - HDR anticipates an adverse effect, and therefore a Memorandum of Agreement (MOA) will be needed. They anticipate to resolve all processes with a Final MOA around summer of 2019.

- Next Steps
    - N Delu encouraged the Tribe to submit formal written comments on these documents sooner rather than later within the given timeframe.
    - There is a SHPO meeting scheduled for later in September. Future consultation meetings will be likely, but are not scheduled at this time.
    - The Gabrielino/Tongva Nation had not yet reviewed the documents that N Delu sent. S Dunlap said he would take a weekend to read the HPSR package.
- Questions/Comments
    - At this point Tribe would like to continue to be involved as a consulting party throughout the whole process. Internally, there is usually one tribal council meeting a month and S Dunlap said he will relay this information to the tribal council and its chair, Sandonne Goad.
    - He noted the sensitivity of the Union Station area is well known to them. Traditionally and historically it is the village site of Yangna so he will definitely be involved whether by providing comments now or on later documents. What concern the GTN as a Tribe is always prehistoric cultural resources and any adverse effects.
    - His role with the Tribe as Cultural Resource Director is also to provide training for those who want to enter the Native American cultural path. He added that all of the Gabrielino tribes don't always agree with what should be shared and he likes to leave politics out of it.
    - S Dunlap said he would try to make intelligent, concise comments so that this project can get where it needs to go, and get built.

DRAFT

From: Delu, Nina
Sent: Thursday, July 13, 2023 6:23 PM
To: MacKinnon, Amy T@HSR; Montez, Carlos; O'Neill, Patrick; Osorio, Mario; Volta, Beniamino; Rushing, Brett@HSR
Subject: Fwd: Link US Section 106 FOE Review

Follow Up Flag: Follow up
Flag Status: Flagged

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From: sam dunlap <samdunlap@earthlink.net>
Sent: Thursday, July 13, 2023 4:46 PM
To: Delu, Nina <Nina.Delu@hdrinc.com>
Subject: RE: Link US Section 106 FOE Review

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 Ms Delu,

The Gabrielino Tongva Nation has reviewed and concur with the provisions set forth in the document. The LINK FOE document has adequate mitigation measures as outlined in Appendix E, CUL-1. The Gabrielino Tongva Nation looks forward to continued participation and consultation per Section 106. Thank you for providing this information.

Sincerely,

Sam Dunlap

Cultural Resource Director

Gabrielino Tongva Nation

(909) 262-9351

Appendix D (CONFIDENTIAL): Maps for Archaeological Site CA-LAN-1575/H

REDACTED FROM PUBLIC REVIEW VERSION

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Appendix E:
Proposed Draft Measures to Resolve Adverse Effects

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Mitigation Measures CUL-1 and CUL-2 are proposed to resolve adverse effects on known and unidentified historic properties. These mitigation measures may require implementation before, during, or after construction of the undertaking, depending on the timing requirements of the individual measure.

CUL-1. Archaeological Treatment Plan (ATP)

Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California State Historic Preservation Officer (SHPO), the California Department of Transportation (Caltrans), and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the National Historic Preservation Act (NHPA; 36 Code of Federal Regulations [CFR] 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation's (OHP) *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- **Research design** – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the National Register eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered, and outline the data requirements necessary to successfully address the research questions.
- **Site-specific sensitivity model** – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.
- **Phased testing, evaluation, and data recovery of known features and deposits** – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of

the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on Occupational Safety and Health Administration (OSHA) requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.

- **Archaeological and Native American monitoring** – The ATP shall include protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the inadvertent discovery of archaeological features or deposits** – The ATP shall include provisions for the inadvertent discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented.
- **Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony** – The ATP shall contain provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the Native American Heritage Commission as the Most Likely Descendant, and in accordance with applicable regulations.
- **Public participation or outreach plan for CA-LAN-1575/H** – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or

digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.

- **Cultural resource worker environmental awareness program (WEAP) training** – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- **Standards for reporting** – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.
- **Guidelines for curation** – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the *California Guidelines for the Curation of Archeological Collections* (May 7, 1993).
- **Covenant for transfer of responsibilities under Section 5024 of the California Public Resources Code** – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California Public Resources Code to Metro for the 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. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have 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 suggested that the proposed mitigation measure for archaeological historic properties reference the California Office of Historic Preservation's guidelines for curation.

CUL-2. Built Environment Treatment Plan (BETP)

Prior to construction, Metro shall retain a qualified architectural historian, herein defined as a person who meets the Secretary of the Interior's Professional Qualification Standards in Architectural History, to develop a BETP that details the actions to be taken to resolve adverse effects on the built environment historic properties. The California SHPO and continuing consulting parties with specific interest in the historic properties shall be afforded 30 days to review and comment on the draft BETP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised BETP shall be submitted to SHPO for 30-day review and concurrence.

The BETP shall include, at a minimum, the following elements:

- **Historic American Buildings Survey (HABS) documentation** – The BETP shall include provisions for the documentation to HABS standards of LAUS character-defining features proposed for demolition or alteration. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards in History or Architectural History and submitted to the Library of Congress as an addendum to HABS CA-2158. The level of HABS documentation will be selected by the National Park Service Regional Office and shall include, at a minimum, large-format photographic recordation and a written description of character-defining features of LAUS proposed for demolition or alteration that were not included in previous HABS documentation (HABS CA-2158, CA-2158-A, CA-2158-B, CA-2158-C, and CA-2158-D). At a minimum, the following character-defining features shall be reviewed for inclusion in this documentation:
    - Pedestrian passageway
    - Ramps
    - Railings
    - Platforms
    - Butterfly shed canopies
    - South retaining wall
    - Terminal Tower
    - Car Supply/Maintenance Building
    - Cesar Chavez Avenue Undercrossing
    - Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)
- **Restoration of the existing LAUS passenger concourse** – The BETP shall include provisions for the restoration of the existing LAUS passenger concourse (west of the pedestrian passageway) to its 1939 appearance in accordance with the Secretary of the Interior's Standards for Restoration, where feasible, from an engineering and constructability standpoint. This includes possible redesign of the entrance to the Metro Red Line to be more compatible with the historic LAUS design. The Secretary of the Interior's Standards for Rehabilitation shall be followed where restoration is not feasible.
- **Educational display for LAUS** – The BETP shall include provisions for the development of an educational display for LAUS that could be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall consider the feasibility of salvaging significant architectural details from LAUS for use in the educational display.
- **Relocation of the Terminal Tower** – The BETP shall include provisions to evaluate the feasibility by a multi-disciplinary team (e.g., architectural historian, structural, civil, geotechnical, and railroad engineers) to reorient at grade, vertically raise, or relocate the Terminal Tower. If any of those preservation methods are determined infeasible by the multi-disciplinary team, the Terminal Tower will be demolished.
- **Cesar Chavez Avenue Undercrossing, Vignes Street Undercrossing, and south retaining wall design plans** – The BETP shall include provisions for the development of design plans for the replacement of the Cesar Chavez Avenue and Vignes Street Undercrossings and alterations to the south retaining wall 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.

- **North Main Street Bridge design plans** – The BETP shall include provisions for the development of design plans for work on the character-defining features of North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties with the objective of minimizing visual impacts of the proposed safety improvements to the historic character of the bridge, to the extent feasible.
- **Design review** – The BETP shall identify parties—including the California State Historic Preservation Officer, the City of Los Angeles Office of Historic Resources, and the City of Los Angeles Cultural Heritage Commission—to be consulted during early design phases of the project regarding the following items:
    - alterations to or demolition of character-defining features of LAUS
    - restoration of the existing LAUS passenger concourse
    - educational display for LAUS
    - alterations to character-defining features of the North Main Street Bridge

  Metro shall take into consideration the feedback received in progressing the design to completion.
- **Response plans** – The BETP shall include requirements for the development of response plans for unanticipated effects and inadvertent damage to historical built environment resources.

Appendix F:
Build Alternative Concourse Renderings

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Figure F-1. Viewpoint Locations for Conceptual Renderings of the Build Alternative

Figure F-2. View A – Build Alternative with Expanded Passageway from West Plaza (View East)

Figure F-3. View B – Build Alternative with Expanded Passageway under Gold Line Platforms (View West)

Figure F-4. View C – Build Alternative with New Platforms and Vertical Circulation Elements (View North)

Figure F-5. View D – Build Alternative with Expanded Passageway with Retail Space and Waiting Areas (View Southwest)

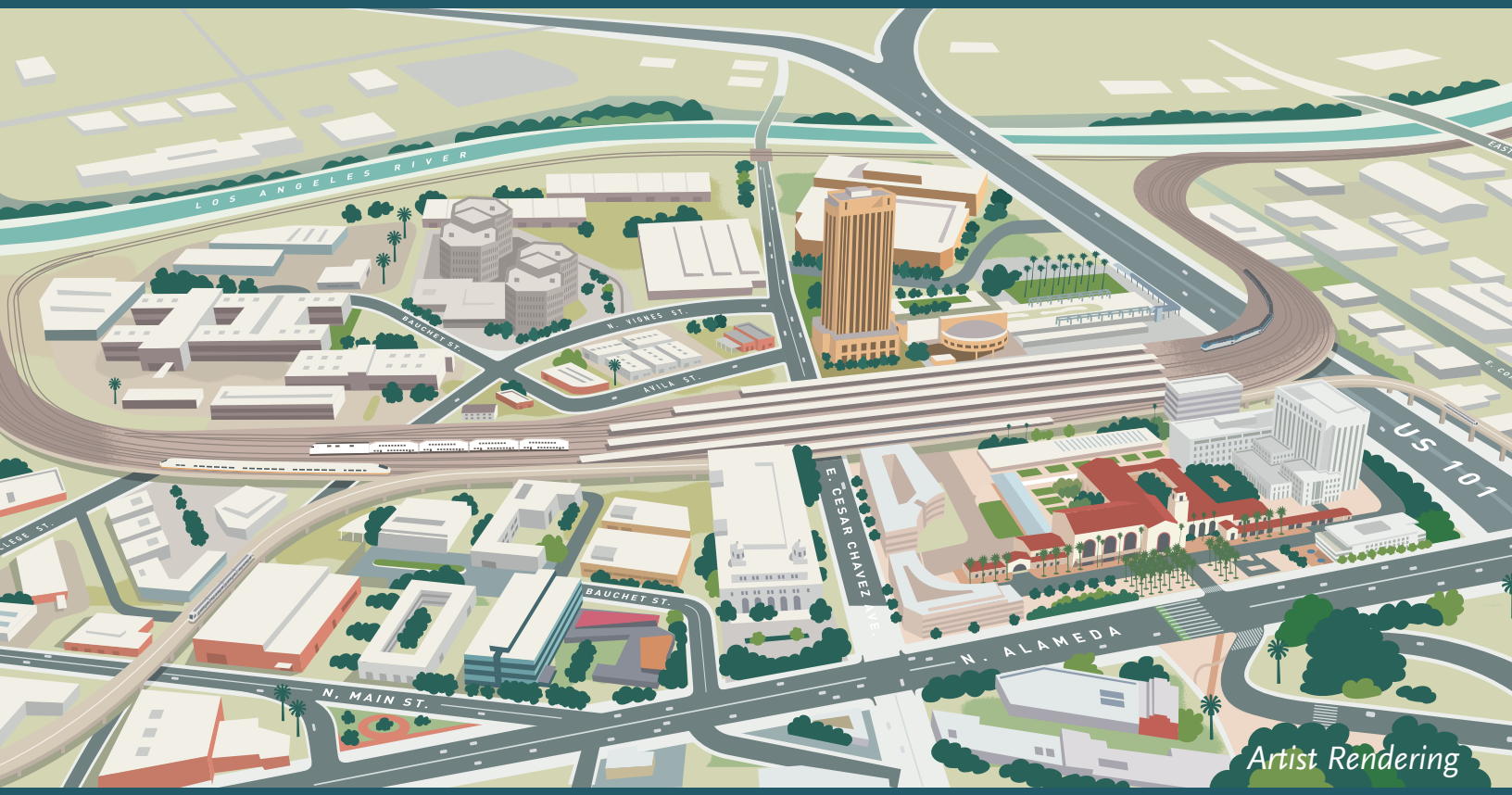
Figure F-6. View E – Build Alternative with Expanded Passageway (View West)

Figure F-7. View F – Build Alternative with Expanded Passageway from East Plaza (View West)

Link Union Station

State Historic Preservation Officer Concurrence Letter for Finding of Effect

November 2023



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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State of California • Natural Resources Agency Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION Armando Quintero, *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

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

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