Los Angeles County
Metropolitan Transportation Authority

Appendix N Section 4(f) Evaluation

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

May 2026

Appendix N

Section 4(f) Evaluation

May 2026

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Acronyms

2024 RTP	Connect SoCal 2024-2050 Regional Transportation Plan
AASHTO	American Association of State Highway and Transportation Officials
ACE	Advanced Conceptual Engineering
ADA	Americans with Disabilities Act
am	Ante Meridiem
APE	Area of Potential Effects
APN	Assessor Parcel Number
BMP	Best Management Practices
CFR	Code of Federal Regulations
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FLM	First/Last Mile
FR	Federal Regulation
FTA	Federal Transit Administration
I	Interstate
LACFD	Los Angeles County Fire Department
LACMTA	Los Angeles County Metropolitan Transportation Authority
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicles

LWCF	Land and Water Conservation Fund
Metro	Los Angeles County Metropolitan Transportation Authority
MOW	Maintenance of Way
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
MUTCD	California Manual of Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NMM	National Environmental Policy Act Mitigation Measure
NPM	National Environmental Policy Act Project Measure
NPS	National Park Service
NRHP	National Register of Historic Places
OCS	Overhead Catenary System
OHP	California Office of Historic Preservation
OSHA	Occupational Safety and Health Administration
pm	Post Meridiem
Project	Eastside Transit Corridor Phase 2 Project
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
TBM	Tunnel Boring Machine
TPSS	Traction Power Substations
U.S.	United States
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

This Section 4(f) Evaluation discusses the Eastside Transit Corridor Phase 2 Project setting in relation to Section 4(f) resources. The regulations at 23 Code of Federal Regulations (CFR) part 774 implement 23 United States Code (U.S.C) § 138 and 49 U.S.C. § 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f) applies to any Department of Transportation (DOT)-funded project; accordingly, this Section 4(f) Evaluation was prepared by the Federal Transit Administration (FTA). This report also discusses the project in relation to Section 6(f) resources. Section 6(f) of the Land and Water Conservation Fund Act (LWCF) (16 U.S.C. §§ 4601-4 et seq.), as amended, provides funding for the purchase and improvement of recreational lands, wildlife and waterfowl refuges, and other similar resources. The National Park Service (NPS) implements the LWCF Act, Section 6(f), as codified in 36 CFR Part 59. The LWCF Act requires that property acquired or developed with LWCF assistance (i.e., Section 6(f) properties) be retained and used for public outdoor recreation. NPS must approve any Section 6(f) property this is proposed to be acquired and/or developed to a use other than public outdoor recreation (i.e., a conversion of use).

This report briefly summarizes the Project Alternatives, describes the regulatory setting and affected environment, and evaluates the potential use of Section 4(f) properties from the Atlantic to Greenwood Alternative (Project) and the No Build Alternative. The Build Alternative consists of 4.7 miles of reconfigured and new light rail transit (LRT) guideway to extend the Los Angeles County Metropolitan Transportation Authority (LACMTA/Metro) E Line east from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at the Greenwood station in the City of Montebello.

The area of analysis (Study Area) is in eastern Los Angeles County and includes portions of the unincorporated community of East Los Angeles and the Cities of Commerce and Montebello. It has a diverse mix of land uses, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Build Alternative would traverse densely populated, low-income, and heavily transit dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County. The specialized study areas for the Section 4(f) Evaluation are described in **Section 4.1**.

2.0 PROJECT ALTERNATIVES

2.1 Project Setting

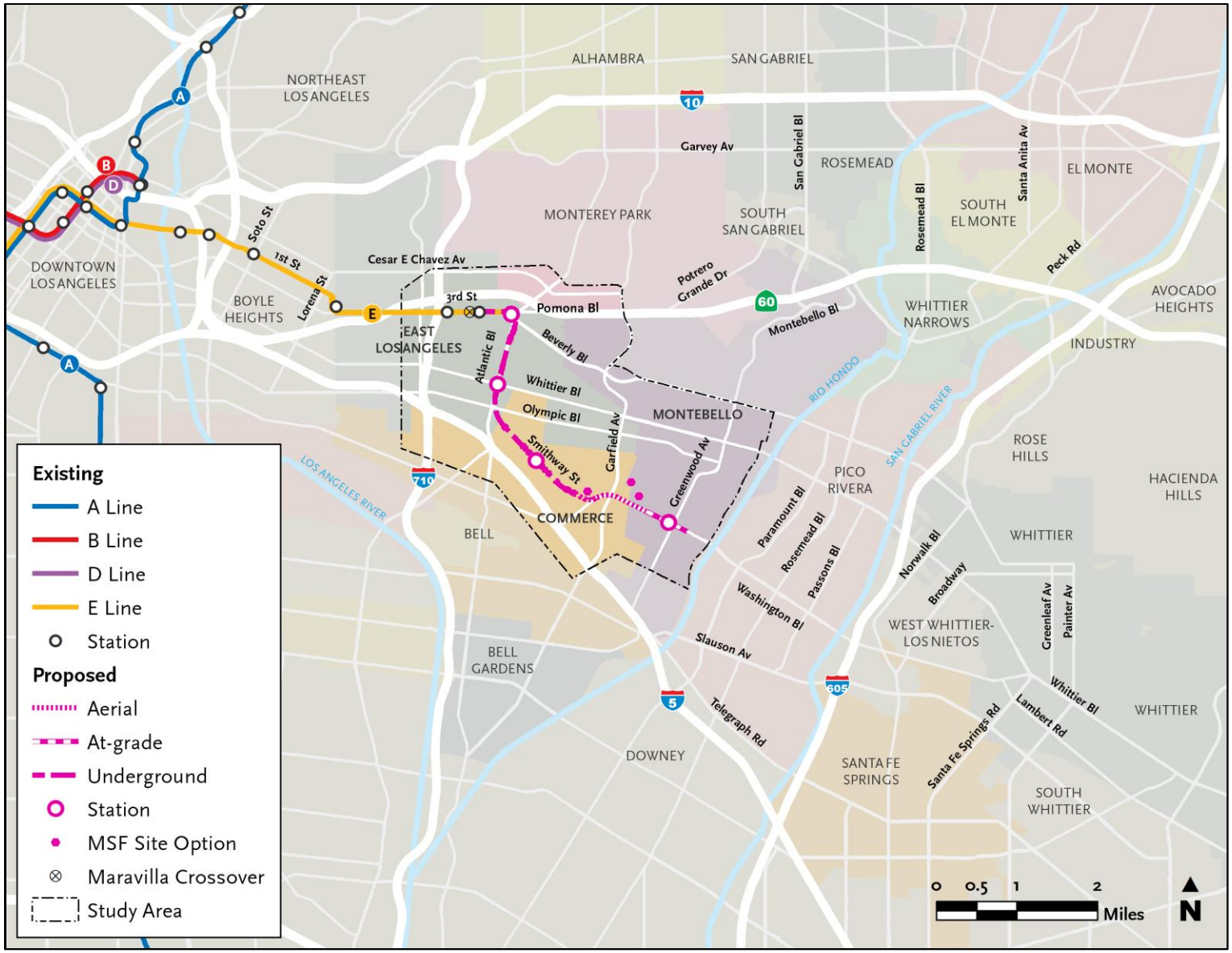
This Impacts Report evaluates potential environmental effects of the Build Alternative and No Build Alternative. The Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline.[1] The Study Area varies in distance from the alignment to encompass the area of localized effects and also include nearby boundaries of Cities and census tracts that are considered in the evaluation of topics such as land use and growth. It primarily encompasses a portion of the communities located along the Build Alternative alignment: the Cities of Commerce and Montebello and unincorporated East Los Angeles. A small portion of Monterey Park is located on the northwestern edge. **Figure 2.1** shows the Study Area boundaries.

As discussed in **Section 1.0**, the Study Area and surrounding region serves a diverse mix of uses. Major activity centers include East Los Angeles Community College, recreation areas, major retail and commercial centers (e.g., Citadel Outlets and the Historic Whittier Boulevard Shopping District), and medical centers. The Study Area is densely populated with low-income and transit dependent communities. In addition, many industrial and commercial properties utilize the arterials and freeways within the region for logistical freight activities.

2.2 Project Description

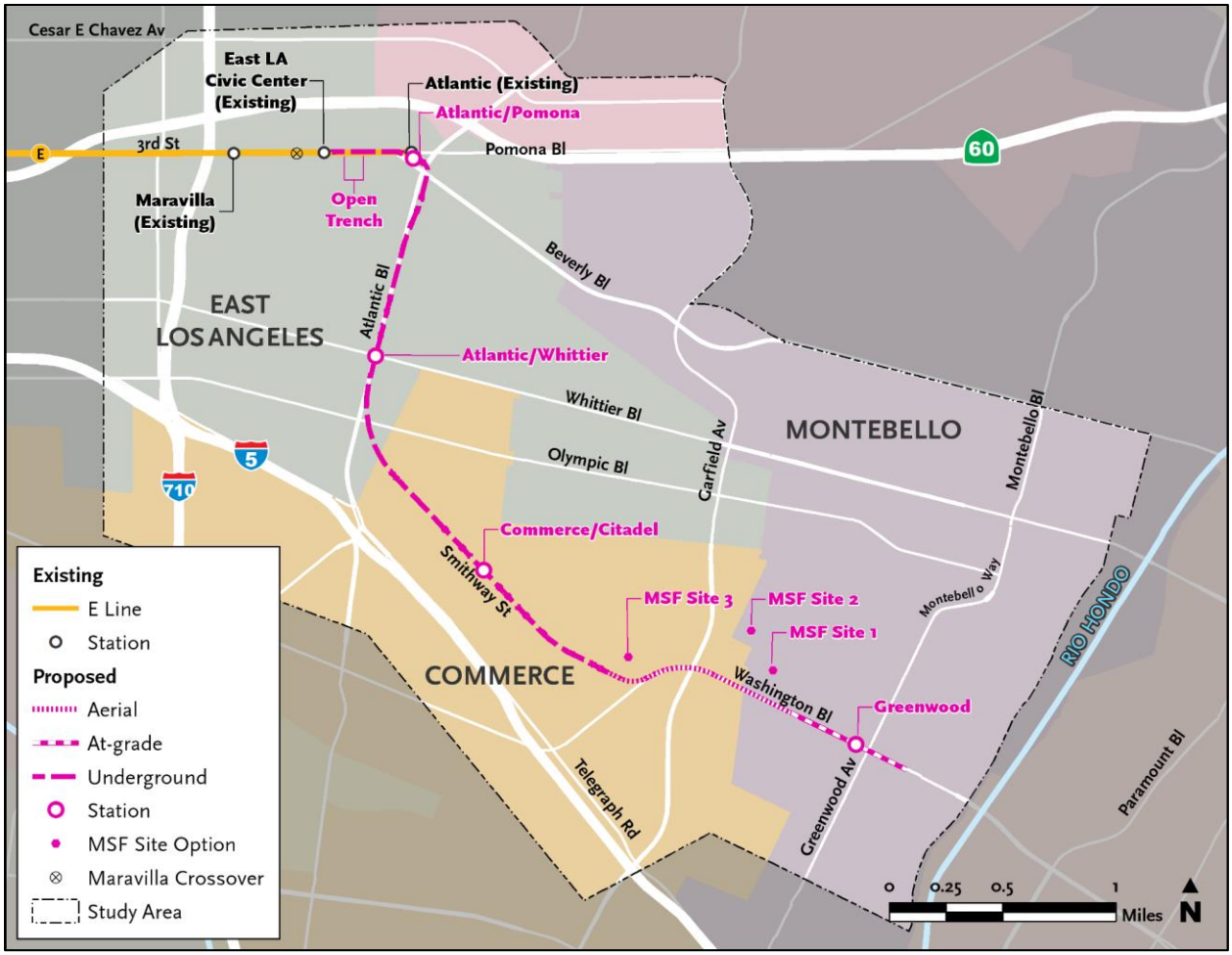
The Build Alternative is an electric-powered LRT service extension in eastern Los Angeles County. The Build Alternative would consist of 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello. The 4.7 miles would include reconfiguration of 0.4 miles of existing track for a transition to a new 4.3-mile extension. The configuration includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway. It also includes a relocated underground Atlantic/Pomona station and three new stations. As discussed in greater detail below, the Build Alternative also includes guideway and system facilities to support vehicle operations, such as overhead catenary systems (OCS), radio communications, and train control houses that would be constructed along the alignment, a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and a maintenance and storage facility (MSF). Three site options for the MSF are being evaluated based on project requirements, constructability, environmental impacts, operational efficiency, and compatibility with surrounding land uses, but only one would be selected. Of the evaluated MSF sites, two are in the City of Montebello (MSF Sites 1 and 2) and one is in the City of Commerce (MSF Site 3). **Figure 2.2** shows a close-up of the Study Area and the alignment with the proposed stations and MSF site options.

[1] According to the Federal Transit Administration (FTA), a guideway refers to a public transportation facility using and occupying a separate right-of-way (ROW) or rail line for the exclusive use of public transportation (FTA 2025). The Build Alternative guideway is the proposed rail line, including the underground, aerial, and at-grade configurations. The centerline refers to the center line between the guideway LRT tracks or structures that supports, contains, and physically guides the LRT vehicles.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 2.1. Study Area



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 2.2. Study Area Close-up

2.2.1 Guideway Alignment

The Build Alternative includes revisions to the existing Metro E Line tracks west of the existing East Los Angeles Civic Center Station and a new guideway extension that begins east of the station in East Los Angeles (unincorporated Los Angeles County).

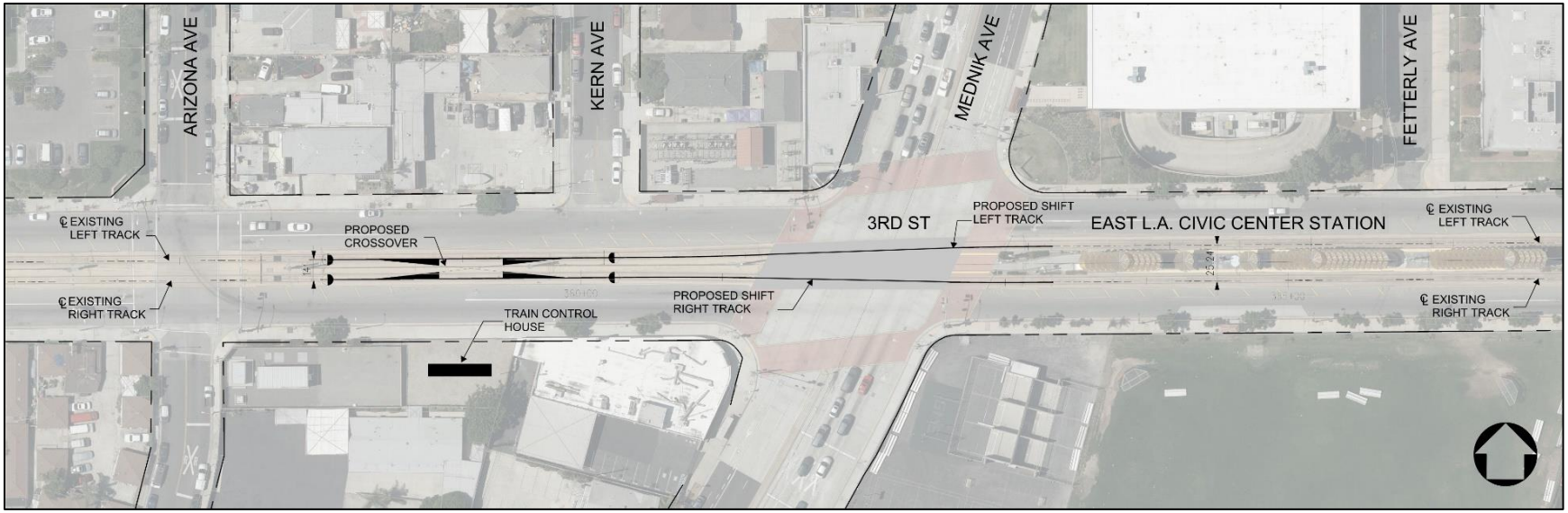
The existing tracks would be reconfigured to install a new at-grade double crossover[2] on 3rd Street between Arizona Avenue and Kern Avenue as shown in **Figure 2.3**. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction of the Maravilla Crossover would involve a minor shift of the existing track to the east and roadway resurfacing within the existing right-of-way (ROW). A train control house with electric power switches and auxiliary power room would be constructed at the vacant lot owned by Metro on the south side of 3rd Street between South Arizona Avenue and South Mednik Avenue (see **Figure 2.3**). This site is adjacent to an existing traction power substation (TPSS) that is surrounded by a block wall. The block wall would be extended to include the train control house site.

The new guideway would begin with a transition from the existing at-grade guideway to an underground guideway within an open trench extending from east of Civic Center Way to east of La Verne Avenue as shown in **Figure 2.4**. The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited during construction and operation of the Build Alternative. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. To facilitate traffic movement to and from La Verne Avenue and Civic Center Way, eastbound traffic on 3rd Street would be allowed to make a U-turn on Wood Avenue to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. Additionally, a new access road would be constructed to allow Sheriff's Department vehicles to turn left from the Sheriff's Department driveway onto 3rd Street. A new high-visibility crosswalk would provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue.

Once underground, the guideway would follow 3rd Street to the proposed relocated underground Atlantic/Pomona station east of Beverly Boulevard. The underground guideway would then turn south, running east of Atlantic Boulevard until south of 4th Street and then underneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. Then the underground guideway would curve southeast, running under Smithway Street near the Citadel Outlets in the City of Commerce.

After crossing Saybrook Avenue, the guideway would transition from underground to an aerial configuration. If MSF Site 1 or 3 is selected, the aerial guideway would continue east and merge into the center of Washington Boulevard at Gayhart Street. However, if MSF Site 2 is selected, the aerial guideway would continue east immediately to the north of Washington Boulevard then merge into the center of Washington Boulevard east of Garfield Avenue.

[2] Track crossovers allow a train to reverse direction and use adjacent track to continue operation. The Build Alternative includes the Maravilla Crossover and crossovers along the alignment extension.



Source: Metro; HNTB/Cordoba 2026.

Figure 2.3. Maravilla Crossover Exhibit

Source: HNTB/Cordoba 2026.

Figure 2.4. Conceptual 3rd Street Modifications

Under all three MSF site options, the aerial tracks would transition to an at-grade configuration between Vail Avenue and Maple Avenue. The alignment would remain at-grade in the center of Washington Boulevard until the intersection of Washington Boulevard and Greenwood Avenue in the City of Montebello, where it would shift slightly south of the center of Washington Boulevard. Revenue service would terminate at Greenwood station to the west of Greenwood Avenue and tail tracks would continue further east to Montebello Boulevard to allow for the LRT to reverse direction. The guideway and trackwork design would comply with the Metro Rail Design Criteria (MRDC).

2.2.1.1 Traffic Circulation Changes

Left turns would be eliminated at the intersection of Washington Boulevard and Maple Avenue where the at-grade alignment begins just west of the intersection. At the intersection of Washington Boulevard and Montebello Boulevard, two options for the guideway are being considered:

- Montebello Boulevard Option 1 (no left turn) – This option would remove left-turn pockets on Washington Boulevard and eliminate left turns onto Montebello Boulevard from both directions. Only through traffic movement and right turns would be allowed from Washington Boulevard at this intersection.
- Montebello Boulevard Option 2 (left-turn pocket) – This option would retain left-turn pockets on Washington Boulevard for traffic in both directions. This option would require widening Washington Boulevard and involves additional property acquisitions.

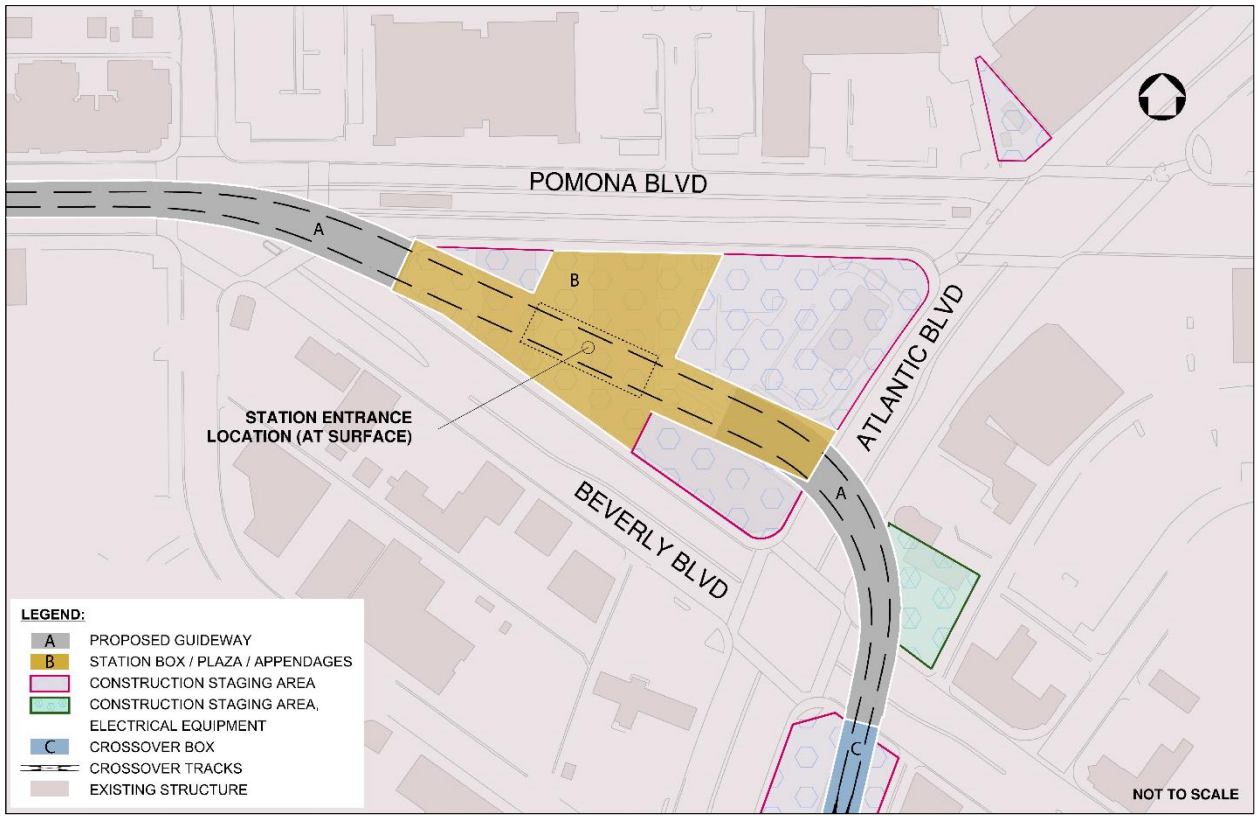
Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern terminus from three lanes to two lanes to allow for the placement of columns to support the aerial guideway and for the right-of-way needs of the at-grade guideway. Unsignalized left-turns along the at-grade guideway would be prohibited. Minor changes to lane configurations at intersections may be required to accommodate new or modified traffic circulation patterns, such as along Washington Boulevard and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the trench for the transition. There may also be new traffic signals or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to and from stations. Additional changes may include access changes at selected cross streets due to at-grade or aerial crossings and driveway widening at some industrial properties along Washington Boulevard.

2.2.2 Proposed Stations

The following stations would be constructed under the Build Alternative:

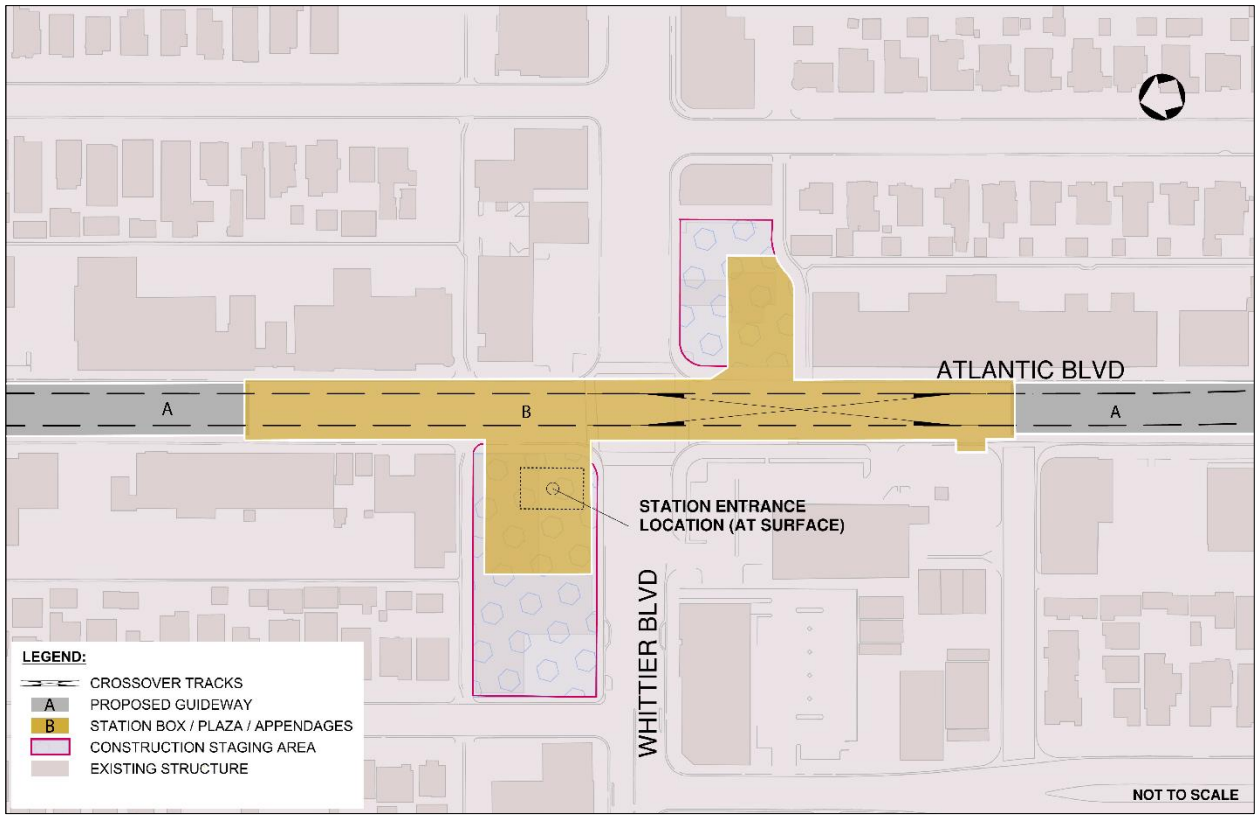
- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station with a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure with 280 parking spaces is located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the City of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the City of Montebello. This station would provide a surface parking facility with 270 to 370 proposed new surface parking spaces near the intersection of Greenwood Avenue and Washington Boulevard.

Conceptual station site plans are shown in **Figure 2.5** through **Figure 2.8**. Station public area designs and amenities would comply with the Systemwide Station Design Standards, Metro Art Program Policy, MRDC, and Architectural Standard and Directive Drawings. Design elements would include, but would not be limited to, station signs, entrance portal canopies at the underground stations, platform canopies at the at-grade station, plaza paving and landscaping, interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Station entry portals with escalators and elevators would provide access to underground stations. Access to all stations would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the Metro First/Last Mile (FLM) Guidelines and the MRDC. Details, including station area planning and urban design, would be determined during the Build Alternative's final design phase in compliance with Metro design standards and policies for Metro rail stations.



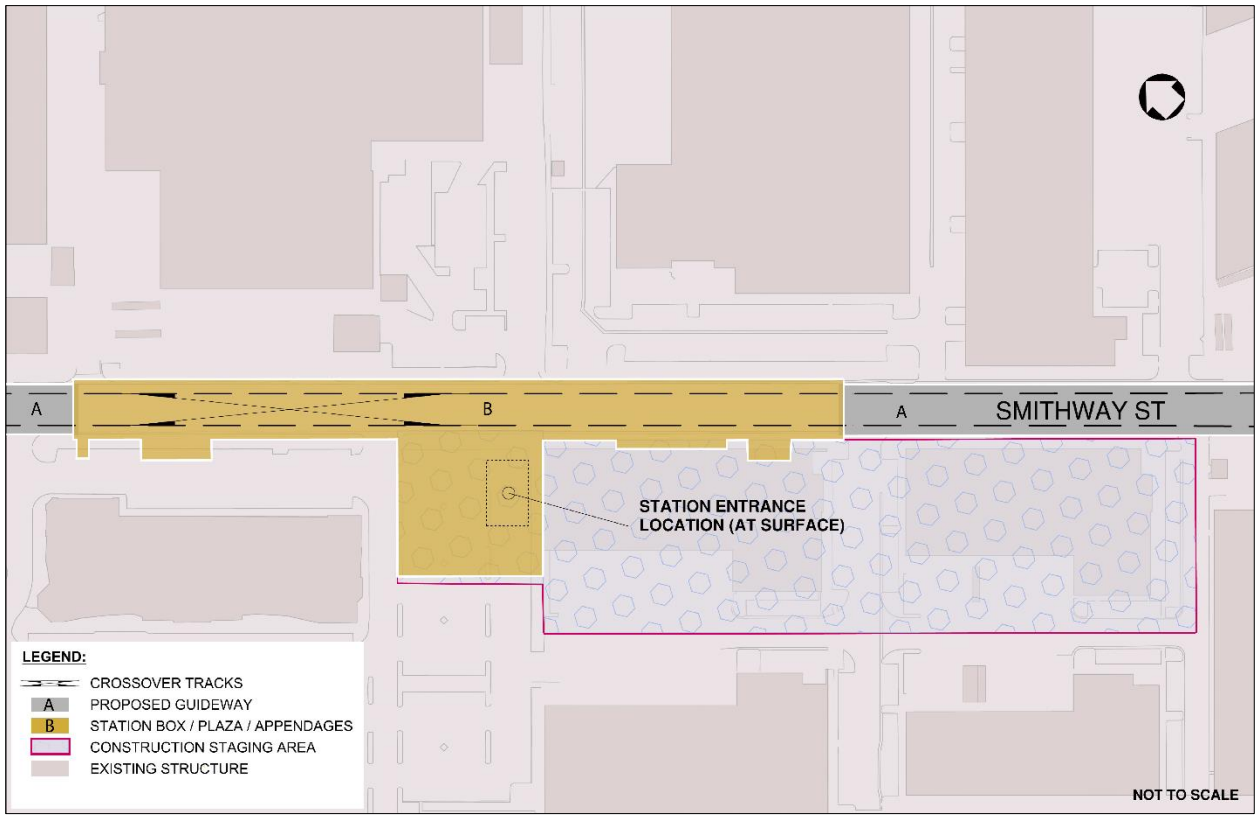
Source: Metro; HNTB/Cordoba 2026.

Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan



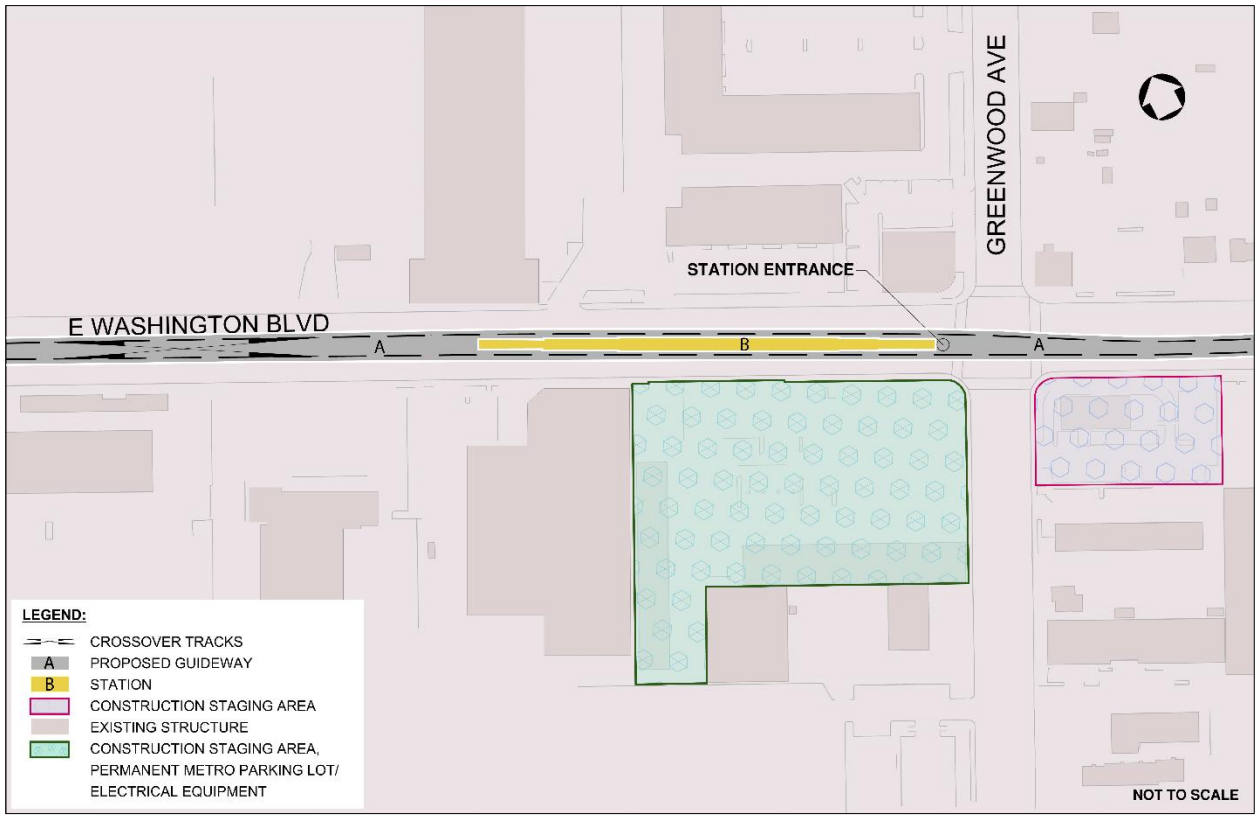
Source: Metro; HNTB/Cordoba 2026.

Figure 2.6. Atlantic/Whittier Station Conceptual Site Plan



Source: Metro; HNTB/Cordoba 2026.

Figure 2.7. Commerce/Citadel Station Conceptual Site Plan



Source: Metro; HNTB/Cordoba J2026.

Figure 2.8. Greenwood Station Conceptual Site Plan

2.2.3 Guideway and System Facilities

The Build Alternative would include additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, emergency fire exits, TPSS, train control houses with electric power switches and auxiliary power rooms, radio communications, an emergency generator, and the MSF. The Build Alternative would have an underground alignment of approximately 3.1 miles in length between La Verne and Saybrook Avenue. Ventilation shafts and emergency fire exits would be installed along the underground portion of the alignment as required by the current version of Metro's Fire Life Safety Criteria. These would be located at the underground stations and adjacent to the crossover following the Atlantic/Pomona station. The Build Alternative alignment would travel along the median of the roadway for most of the route. The precise location of railroad system facilities would be determined in a subsequent design phase.

2.2.4 Maintenance and Storage

2.2.4.1 Maintenance and Storage Facility (Sites 1, 2, and 3)

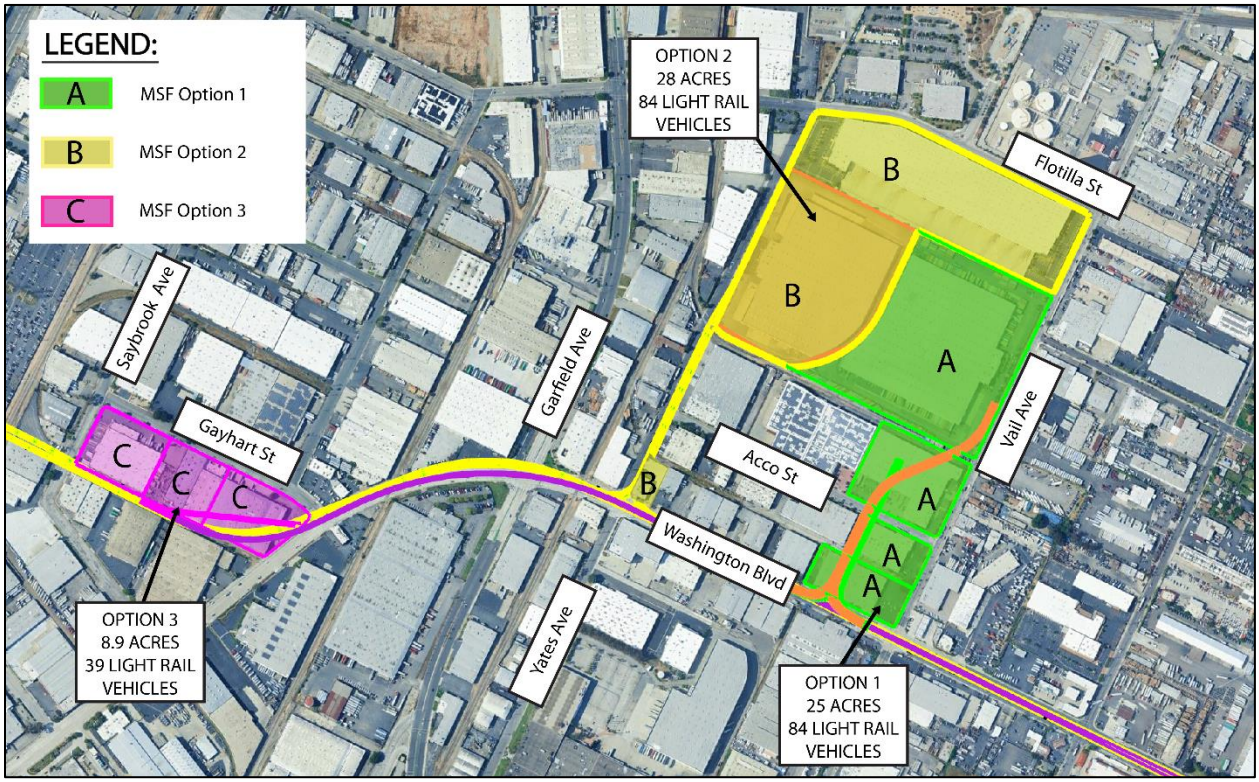
The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce.

Three site options for the MSF are evaluated in this report: MSF Sites 1 and 2 (25 acres and 28 acres in size, respectively) are in the City of Montebello and MSF Site 3 (9 acres in size) is in the City of Commerce. Only one of the three sites would be selected and constructed. The MSF would include equipment and facilities to clean and maintain rail cars, tracks, and other system components. The MSF would enable storage of light rail vehicles that are not in service and Metro's hi-rail service vehicles, and it would also provide office space for operation and administrative staff. MSF Sites 1 and 2 would have repair facilities and larger storage capacity as compared to MSF Site 3.

MSF Sites 1 and 2 would be north of Washington Boulevard and south of Flotilla Street. Specifically, MSF Site 1 would be west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be west of MSF Site 1 with yard lead tracks on Yates Avenue. MSF Sites 1 and 2 would require yard lead tracks that connect to the main line at a wye junction (i.e., three-way junction). The yard lead tracks for MSF Sites 1 and 2 would connect to the mainline alignment in an aerial configuration and transition to at-grade as the track approaches the MSF.

MSF Site 3 would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch (TBM) site at Gayhart Street, east of Saybrook Avenue. The tracks to the MSF would come off the mainline in the LRT ROW north of Washington Boulevard on the parcel east of Saybrook Avenue and south of Gayhart Street as the alignment transitions from an underground to an aerial configuration.

The evaluation of the MSF in this report refers to MSF Sites 1, 2, and 3. MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the three sites. **Figure 2.9** shows the location of the three MSF site options, which are described in greater detail in the following sections.

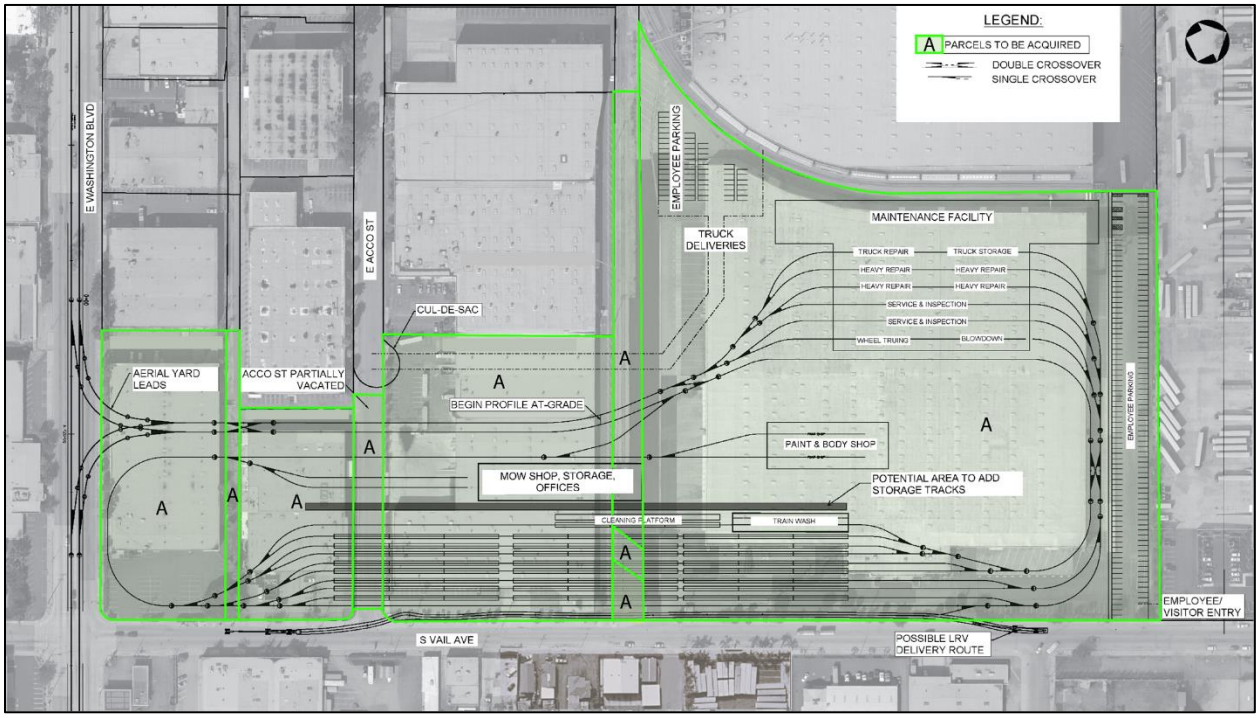


Source: HNTB/Cordoba 2026.

Figure 2.9. MSF Site Options

2.2.4.1.1 MSF Site 1: Aerial Yard Lead Tracks Located Mid-Block

MSF Site 1, shown in **Figure 2.10**, would be approximately 25 acres in size and would encompass four parcels on the west side of Vail Avenue between Flotilla Street and Washington Boulevard. The yard lead tracks to MSF Site 1 would be in an aerial configuration from Washington Boulevard, paralleling Vail Avenue, and would transition to at-grade as the track approaches the MSF. The yard lead tracks would require elimination of through-access to vehicles on Acco Street from Yates Avenue to Vail Avenue. A cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. MSF Site 1 would require the full acquisition of five properties and partial acquisitions of two properties with commercial and industrial uses to accommodate the MSF and the lead tracks. A partial vacation of Acco Street would also be required. MSF Site 1 would accommodate storage of up to 84 light rail vehicles (LRV) cars and would have approximately 204 employee parking stalls (including 6 ADA parking stalls).

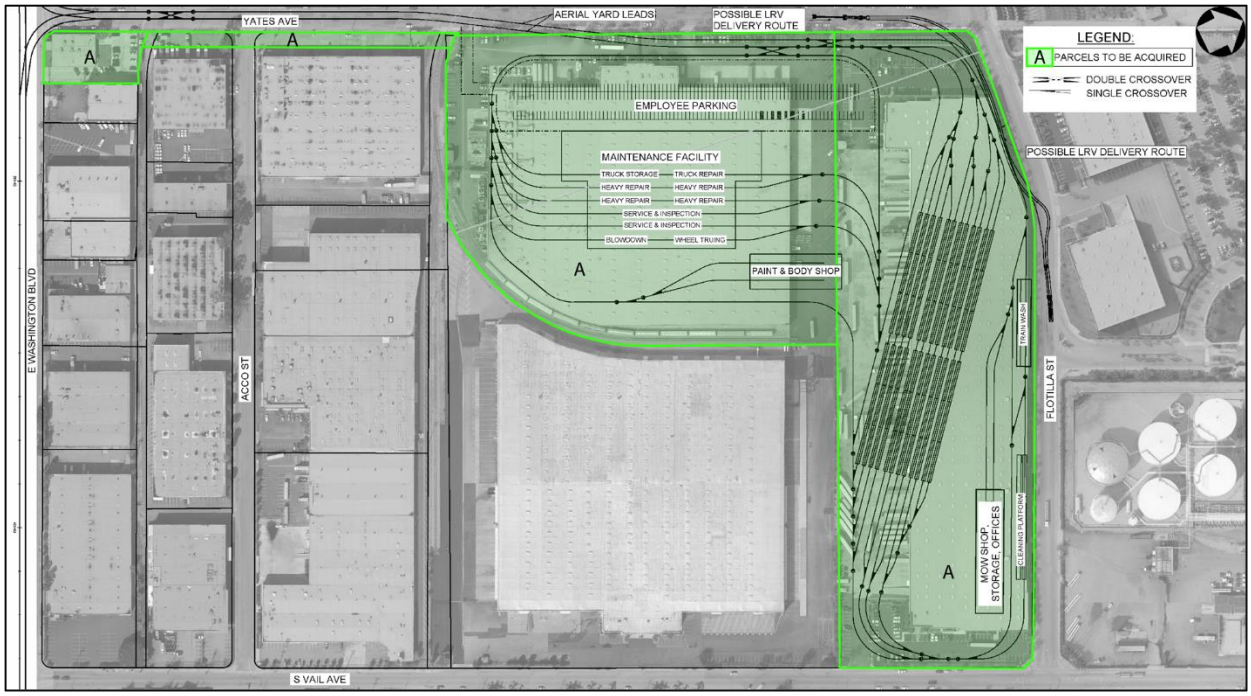


Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

Figure 2.10. MSF Site 1

2.2.4.1.2 MSF Site 2: Aerial Yard Lead Tracks Located along Yates Avenue

MSF Site 2, shown in **Figure 2.11**, would be approximately 28 acres in size and would encompass one parcel along the south frontage of Flotilla Street between Yates Avenue and Vail Avenue, and one adjacent parcel immediately to the south, east of Yates Avenue. Additional acreage would be needed to accommodate the yard lead tracks and associated construction staging. If MSF Site 2 is selected, the aerial guideway east of Gayhart Street would be located immediately to the north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue. The yard lead tracks to the MSF would partially be in the City of Commerce, starting in an aerial configuration from Washington Boulevard along the easterly edge of Yates Avenue, and transitioning to at-grade as the tracks approach the MSF. Yates Avenue would retain one vehicle lane in both directions. Two lanes of traffic would be maintained in each direction along Washington Boulevard. MSF Site 2 would require full acquisition of seven parcels for the MSF and the yard lead tracks. MSF Site 2 would also require 10 partial acquisitions of properties including properties along Yates Avenue between Washington Boulevard and MSF Site 2 to accommodate the yard lead tracks and along Washington Boulevard between Gayhart Street and Yates Avenue for the mainline alignment and lead tracks. The MSF would accommodate storage of up to 84 LRV cars and would have approximately 255 employee parking stalls (7 ADA parking stalls).

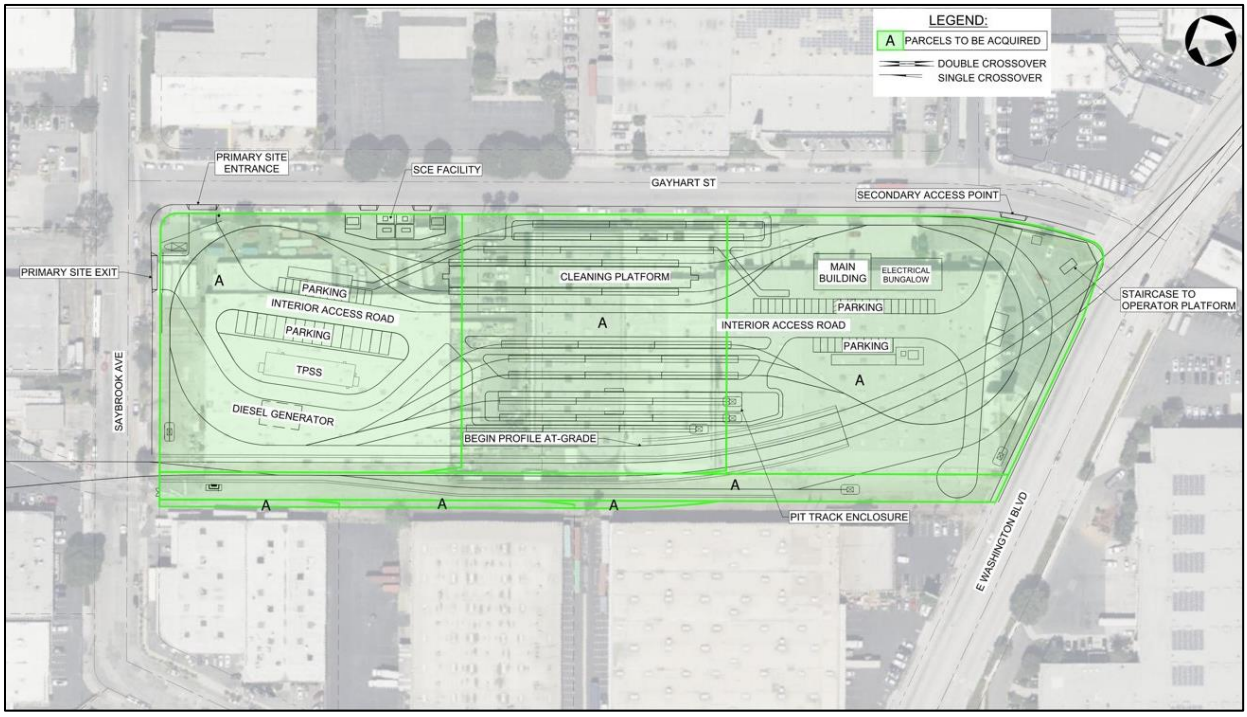


Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

Figure 2.11. MSF Site 2

2.2.4.1.3 MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3, shown in **Figure 2.12**, would be approximately 8.9 acres in size and would encompass three parcels south of Gayhart Street between Saybrook Avenue and Washington Boulevard in the City of Commerce. MSF Site 3 would require full acquisition of five parcels for the MSF, which would also be used for the transition from the tunnel to aerial tracks, construction staging, and the launching of the TBM. The tracks into the MSF would connect to the main line in an at-grade configuration between Saybrook Avenue and Washington Boulevard as the main line alignment transitions from underground to aerial. MSF Site 3 would accommodate storage of a minimum of 39 LRV cars and would have approximately 62 employee parking stalls (3 ADA parking stalls). MSF Site 3 would not have repair facilities.



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; SCE = Southern California Edison; TPSS = traction power substation

Figure 2.12. MSF Site 3

2.2.5 Construction

The Build Alternative would include the construction of an underground, aerial, and at-grade guideway for LRT. Key construction activities associated with the guideway (at-grade, aerial, underground) would include temporary roadway decking for the cut and cover sections of the underground guideway and the underground stations, tunnel boring for the remaining portions of the underground guideway, and the construction of an aerial viaduct for the aerial guideway. Additional activities would include underground and at-grade station construction, demolition, utility relocations, street improvements (such as sidewalk reconstruction and traffic signal installation), retaining walls, and LRT operating systems installation including TPSS and OCS. The Build Alternative would also include construction of a parking facility, other railroad system facilities, the Maravilla Crossover and other crossovers along the alignment, potential street widening, and the MSF. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets.

In addition to adhering to regulatory requirements, the development of the Build Alternative would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria, Architectural Standard and Directive Drawings, California Public Utilities Commission regulations, California Building Code, Metro Operating Rules, and Metro standard and directive drawings from other engineering disciplines as needed. Cooperation with the corridor cities and Los Angeles County would occur throughout the construction process.

Build Alternative construction is anticipated to last approximately 60 to 84 months. Construction activities for the at-grade alignment, aerial alignment, and underground alignment would occur simultaneously. The construction of the underground stations is anticipated to take 36 to 48 months, while the construction of the at-grade station is expected to last approximately 12 to 18 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions and disruptions to businesses and other land uses along the alignment. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Standard traffic control methods and devices would be used, including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Laydown and storage areas (staging areas) for construction equipment and materials would be in the vicinity of the Build Alternative within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Staging areas would be used to store building materials and construction equipment, assemble the TBM, temporarily store excavated materials, and house temporary field offices for Metro's contractor. A temporary electrical conduit would be extended from the existing Vail Substation north of Flotilla Street to the TBM launch site to power the TBM. This would involve installing the temporary conduit in a trench within the ROW of Yates Avenue and Washington Boulevard. The trench excavation would be approximately 3-feet wide and about 20-feet deep.

2.2.6 Operations

Operation of the Build Alternative would be managed by Metro staff and personnel. The Build Alternative would operate a train line using light rail technology. Operational activities of the Build Alternative would include train car operations, train car maintenance (including cleaning and storage), track maintenance, and general administration. In addition, the Build Alternative would include emergency lighting, communications and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms along the alignment and at the MSF. Operation of an MSF would include daily service and cleaning, inspection, and storage of light rail vehicles. MSF Sites 1 and 2 would also include repair facilities.

The operating hours and schedules for the Build Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line. It is anticipated that trains would operate every day from 4 am to 1 am the following day. On weekdays, trains would operate approximately every 6 minutes during peak hours, every 10 minutes mid-day, and every 12 to 20 minutes in the early morning and after 7 pm. On weekends, trains would operate every 10 minutes from 9 am to 9 pm, and every 20 minutes before 9 am and after 9 pm. The operational headways (the time between vehicles past a given point) are consistent with Metro design requirements for future rail services.

Forecasted ridership for the Build Alternative anticipate approximately 7,550 total weekday station boardings by 2050 compared to 3,010 boardings at the existing Atlantic/Pomona Station under the No Build Alternative. Based on the operating headway requirements and ridership forecasts, Metro anticipates the need for an additional three trains for the Metro E Line to operate the Build Alternative. Each train would have three cars and there would be one spare train consisting of three train cars for a total of 12 new train cars.

2.3 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative were not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles County aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing roadway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) Connect SoCal 2024-2050 Regional Transportation Plan (2024 RTP). The No Build Alternative would include existing projects from the base year (2025) and planned regional projects in operation in the horizon year (2050).

The No Build Alternative is used for comparison purposes to assess the relative benefits and adverse effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects. The No Build Alternative is required as a baseline for comparison under the National Environmental Policy Act (NEPA).

3.0 REGULATORY FRAMEWORK

3.1 Federal

3.1.1 United States Department of Transportation Act of 1966, Section 4(f)

Section 4(f) is a part of the United States (U.S.) Department of Transportation (USDOT) Act of 1966, which applies only to projects sponsored by USDOT. Section 4(f) provides special protection of land of a historic site of national, state, or local significance, or publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance (as determined by the official(s) with jurisdiction over the park, area, refuge, or site) [49 U.S.C. Section 303]. It is intended to protect historic and recreational resources and minimize their use by federal transportation projects. Section 4(f) applies to the Eastside Transit Corridor Phase 2 Project because this project may seek federal funds administered by the FTA, a branch of USDOT.

Section 4(f) of the USDOT Act of 1966 prevents USDOT from using or approving the use of resources eligible for Section 4(f) protection, unless there is no feasible and prudent alternative, and the project includes all possible measures to minimize the impacts of using the resources (Title 23 U.S.C. Section 138). “Use” is defined as permanent incorporation of any amount of land from a property protected by Section 4(f) and certain instances of temporary occupancy of the property, or “constructive uses” such as noise or visual effects that detract from the protected resource (see **Section 4.2.1**). If an alternative is found to use Section 4(f) resources, an avoidance alternative must be selected. If no feasible and prudent avoidance alternative exists, then the alternative with the least overall harm to Section 4(f) resources must be selected.

A *de minimis* impact under Section 4(f) is a type of use that is considered so minor it does not trigger the full scope of Section 4(f) requirements, such as needing to find a feasible and prudent avoidance alternative (see **Section 4.2.1**). USDOT agencies, including the FTA, may not approve the non-*de minimis* impact on Section 4(f) property unless the agency determines that (1) there is no prudent or feasible alternative; and (2) the project includes all possible planning to minimize harm to these resources resulting from such use (23 CFR 774.3).

3.1.2 Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users

The federal transportation policy and spending bill passed in 2005, Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), includes an amendment to Section 4(f) intended to expedite the approval process for projects that would only have minor impacts on protected resources. These *de minimis* impacts include uses and temporary occupancies that, after considering measures to minimize harm, result in a Section 106 finding of 'no adverse effect', or 'no historic properties affected', and/or do not adversely affect the activities, features, or attributes that make a park, recreation area, or refuge eligible for Section 4(f) protection (USDOT Federal Highway Administration [FHWA] [FHWA 2012]). SAFETEA-LU allows projects with *de minimis* impacts to Section 4(f) resources to proceed without needing to make a finding that no feasible and prudent avoidance alternatives exist. SAFETEA-LU also clarifies the process for selecting alternatives with the least impacts to Section 4(f) resources, and the standards for determining whether potential avoidance alternatives are reasonable and prudent.

3.1.3 Land and Water Conservation Fund Act, Section 6(f)

Section 6(f) of the Land and Water Conservation Fund Act (LWCF) (16 U.S.C. Sections 4601-4 et seq.), as amended, provides funding for the purchase and improvement of recreational lands, wildlife and waterfowl refuges, and other similar resources. The LWCF established a fund for federal acquisition of park and recreational lands and also provides matching grants to state and local governments for recreation planning, acquisition, and development. Lands purchased by this fund are protected from conversion to uses other than public outdoor recreation.

4.0 METHODOLOGY

This Section 4(f) evaluation relies on the data and conclusions from **Appendix K**, the Historic, Archaeological and Tribal Resources Technical Report, and **Appendix H**, the Community Impacts Assessment, to support the Section 4(f) findings. The evaluation of resources is based on the FHWA Section 4(f) Policy Paper (2012) issued by USDOT (FHWA 2012), and the American Association of State Highway and Transportation Officials (AASHTO) Practitioner's Handbook Complying with Section 4(f) of the USDOT Act (AASHTO 2009).

4.1 Section 4(f) Resources

Section 4(f) protects the following resources:

- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public (See 23 U.S.C. § 138(a) and 49 U.S.C. § 303(a))
- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge

Historic sites are evaluated separately in this Section 4(f) evaluation, using a distinctive set of criteria and study area, as discussed in **Section 4.1.1** and **Section 4.2.2**.

The impacts analysis includes the Build Alternative and MSF. Generally, the impact analysis of the MSF applies to MSF Sites 1, 2, and 3; these sites are discussed separately only when there is a difference in the analysis between the three sites.

4.1.1 Historic Properties

As defined in 36 CFR 800.16(d), an Area of Potential Effects (APE) is "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 horizontal extent of the APE consists of all proposed ROW and acquisition and construction areas, and all parcels adjacent to permanent site improvements and facilities, including an at-grade and grade-separated guideway alignment; stations and power substations; parking facility; railroad systems that support vehicle operations, such as TPSSs and equipment shelters; and the MSF, including MSF Sites 1, 2, and 3. For elevated alignments, the APE includes any additional parcels where the elevated structure may alter the character, use, or setting of a potential historic property. The APE is approximately 4.7 miles long, not including discontinuous railroad systems, such as TPSSs and equipment shelters, and the Maravilla Crossover, with an approximate maximum depth of 44 to 60 feet below ground surface

where tunnels would be constructed and a maximum height of 70 feet where the aerial guideway would be constructed. The guideway alignment is described in **Section 2.2.3.**

More information is provided in **Appendix K**.

4.1.2 Parks, Recreation Areas, and Refuges

For parks, recreation areas, and refuges, the area considered for potential impacts extends 0.25 mile from either side of the Build Alternative alignment, stations, parking facility, MSF, and sites associated with construction. This 0.25 mile buffer represents a reasonable walking distance and reasonable distance in which a reasonably foreseeable impact could occur. For the Build Alternative, the 0.25 mile distance captures resources that could be affected directly through acquisition of physical property, or indirectly through other physical impacts under both construction and operation that could constitute constructive use under Section 4(f). Corridor recreation, including off-road or barrier-separated bike trails or multi-use trails (e.g., hiking, biking, and horseback riding trails), within the vicinity was also identified and included in this report to account for its regional network influence.

4.2 Section 4(f) Assessment Methodology

4.2.1 Section 4(f) Use

As defined in 23 CFR 774.17, amended May 11, 2026, the “use” of a protected Section 4(f) property occurs when any of the following conditions are met:

When a Section 4(f) property is permanently incorporated into a proposed transportation project. This may occur as a result of partial or full acquisition of a fee simple interest, permanent easement, or temporary easement that exceeds regulatory limits.

When there is a temporary occupancy of a Section 4(f) property that is considered adverse in terms of the preservation purposes of the Section 4(f) statute. A temporary occupancy of property does not constitute a use of a Section 4(f) resource when all of the following conditions are satisfied:

- Duration is less than the time needed for construction of the project and there is no change in ownership of the land;
- The nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis;
- The land being used will be fully returned to a condition at least as good as that which existed prior to the project; and
- There is a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

When there is a constructive use of a Section 4(f) property. A constructive use of a Section 4(f) property occurs when a transportation project does not incorporate land from the resource, but the proximity of the project results in impacts so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired.

Title 23 CFR Section 774.15 further defines constructive use as occurring when:

- The projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected by Section 4(f), such as:
  - Hearing the performances at an outdoor amphitheater;
  - Sleeping in the sleeping area of a campground;
  - Enjoyment of a historic site where a quiet setting is a generally recognized feature or attribute of the site's significance;
  - Enjoyment of an urban park where serenity and quiet are significant attributes; or
  - Viewing wildlife in an area of a wildlife and waterfowl refuge intended for such viewing.
- The proximity of the proposed project substantially impairs aesthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property. Examples of substantial impairment to visual or aesthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting;
- The project results in a restriction of access which substantially diminishes the utility of a significant publicly owned park, recreation area, or historic site;
- The vibration impact from construction or operation of the project substantially impairs the use of a Section 4(f) property, such as projected vibration levels that are great enough to physically damage a historic building or substantially diminish the utility of the building, unless the damage is repaired and fully restored consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (i.e., the integrity of the contributing features must be returned to a condition which is substantially similar to that which existed prior to the project); or
- The ecological intrusion of the project substantially diminishes the value of wildlife habitat in a wildlife and waterfowl refuge adjacent to the project, substantially interferes with access to a wildlife and waterfowl refuge when such access is necessary for established wildlife migration or critical life cycle processes, or substantially reduces the wildlife use of a wildlife and waterfowl refuge.

Title 23 CFR Section 774.15 also defines that a constructive use does not occur when:

- Compliance with the requirements of 36 CFR 800.5 for proximity impacts of the proposed action, on a site listed on or eligible for the National Register, results in an agreement of “no historic properties affected” or “no adverse effect”;

- The impact of projected traffic noise levels of the proposed highway project on a noise-sensitive activity do not exceed the FHWA noise abatement criteria, or the projected operational noise levels of the proposed transit project do not exceed the noise impact criteria for a Section 4(f) activity in the FTA guidelines for transit noise and vibration impact assessment;
- The projected noise levels exceed the relevant threshold because of high existing noise, but the increase in the projected noise levels if the proposed project is constructed, when compared with the projected noise levels if the project is not built, is barely perceptible (i.e., 3 A-weighted decibels (dBA) or less);
- There are proximity impacts on a Section 4(f) property, but a governmental agency's ROW acquisition or adoption of a project location, or FTA's approval of a final environmental document, established the location for the proposed transportation project before the designation, establishment, or change in the significance of the property. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of Section 4(f) evaluation;
- Overall (combined) proximity impacts caused by a proposed project do not substantially impair the activities, features, or attributes that qualify a property for protection under Section 4(f);
- Proximity impacts will be mitigated to a condition equivalent to, or better than, that which would occur if the project were not built, as determined after consultation with the official(s) with jurisdiction;
- Changes in accessibility will not substantially diminish the utilization of the Section 4(f) property; or
- Vibration levels from project construction activities are mitigated, through advanced planning and monitoring of the activities, to levels that do not cause a substantial impairment of protected activities, features, or attributes of the Section 4(f) property.

As discussed in **Section 3.1.2**, a *de minimis* finding can be made for uses that do not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. Section 4(f) use is assessed in terms of the magnitude of impact to determine whether the use is *de minimis*. The requirements of Section 4(f) would be considered satisfied if it is determined that a transportation project would have only a *de minimis* impact on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in assessing the net impact to the Section 4(f) use to make a *de minimis* determination. The agencies with jurisdiction must concur in writing with the determination. A *de minimis* impact determination is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is a determination based on the net impact that the project would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f); and
- For historic sites, *de minimis* impact means that the FTA has determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project, or the project would have "no adverse effect" on the property in question.

Amended Section 4(f) legislation included in Title 23 U.S.C. Section 138 and Title 49 U.S.C. Section 303 allow for a streamlined approval for projects that have only *de minimis* impacts on lands subject to protection under Section 4(f). A *de minimis* impact is sufficiently minor that it does not require a full Section 4(f) evaluation. Under these provisions, once the FTA determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete.

4.2.2 Historic Properties

A comprehensive program of archival research was undertaken for all properties within the APE. This study phase consisted of the review of existing materials which relate to historic and precontact resources within the APE. Reports, records, maps, and documents at various institutions, libraries, federal, state, and local agencies and archives were examined. Archaeologists, historians, and architectural historians who meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61; 48 Federal Regulation [FR] 44716) and are familiar with APE resources and research considerations performed the research.

Research for historic properties emphasized the review of existing historic properties inventories, including the National Register of Historic Places (NRHP), state and local listings, State Historic Preservation Officer (SHPO) files, and documents at the South Central Coastal Information Center located at California State University, Fullerton (accessed in 2019 and 2024). This research also covered any designated landmarks which have city, county, state, or federal recognition. Previous surveys, which evaluated resources according to NRHP and California Register of Historical Resources (CRHR) criteria, were consulted.

A background research survey was undertaken to identify previously documented historic and architectural resources within and near the APE and to help establish a context for resource significance. National, state, and local inventories of architectural/historic resources were examined to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. The following inventories and sources were consulted:

- The NRHP Information System
- CRHR
- California Office of Historic Preservation Historical Resources Inventory System
- California Historical Landmarks
- California Points of Historical Interest

SHPO consultation has started and is not complete at this time. FTA requested comments from SHPO on April 21, 2025, for the delineation of the APE. Based on their review of the submitted documents, SHPO responded on May 15, 2025, that the APE appears adequate. Through Section 106 consultation, SHPO will concur or not concur with the eligibility of historic properties. For the purposes of the Section 4(f) evaluation, properties within the APE listed on the NRHP or deemed eligible for listing were assumed to be Section 4(f) resources and were evaluated for potential use.

If archaeological resources are encountered inadvertently during construction, determined to be eligible for the NRHP, and warrant preservation in place, FTA will prepare separate Section 4(f) evaluations for such resources according to Section 774.9(f): “In such cases, the Section 4(f) process will be expedited, and any required evaluation of feasible and prudent avoidance alternatives will account for the level of investment already made. The review process, including the consultation with other agencies, will be shortened as appropriate.”

4.2.3 Parks, Recreation Areas, and Refuges

The Section 4(f) analysis for parks, recreation areas, and refuges identified the locations of these facilities within 0.25 mile of the Build Alternative alignment. The first step was to identify resources within the study area specified in **Section 4.1.2**. These sites were determined using existing sources, including planning documents for the Cities of Commerce and Montebello and for Los Angeles County. Other sources consulted include various internet sites for federal, state, and local agencies, map and satellite imagery of the area of potential impact, as well as field investigations.

The environmental analysis includes potential short-term and long-term impacts on Section 4(f) resources associated with construction and operation of the Build Alternative. The analysis in **Section 6.0** assesses potential uses of Section 4(f) properties based on proposed acquisitions and potential effects of operations.

4.2.4 Identification of Avoidance Alternatives

A feasible and prudent avoidance alternative, as defined in 23 CFR 774.17, avoids using the Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. Identification of avoidance alternatives is required when a proposed transportation project would directly impact a "protected property," such as an historic site or a publicly owned park, recreation area, wildlife or waterfowl refuge; alternatives must be sought that completely avoid using any part of that protected property, unless there is no "feasible and prudent" option to do so. An alternative is not prudent if it results in any of the following:

- Compromising of the project to a degree that is unreasonable for proceeding with the project in light of its stated purpose and need;
- Unacceptable safety or operational problems;
- After reasonable mitigation, severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts on minority or low-income populations; or severe impacts on environmental resources protected under other federal statutes;
- Additional construction, maintenance, or operational costs of an extraordinary magnitude;
- Other unique problems or unusual factors; or
- Multiple factors that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

If there is no prudent and feasible alternative, the project must include all possible planning to minimize harm to the site, which includes all reasonable measures to minimize harm or mitigate impacts (49 U.S.C. 303(c)(2)). In evaluating the reasonableness of measures to minimize harm, USDOT will consider the following as defined in 23 CFR 774.17:

- The preservation purpose of the statute;
- The views of the official(s) with jurisdiction over the Section 4(f) property;
- The cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property; and
- Impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.

If there is no feasible and prudent avoidance alternative, USDOT must select the project alternative that causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors as outlined in 23 CFR 774.3(2)(c):

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives.

4.3 Section 6(f) Resources and Assessment

The NPS implements the LWCF Act, Section 6(f), as codified in 36 CFR Part 59. The LWCF Act requires that property acquired or developed with LWCF assistance (i.e., Section 6(f) properties) be retained and used for public outdoor recreation. NPS must approve any Section 6(f) property that is proposed to be acquired and/or developed to a use other than public outdoor recreation (i.e., a conversion of use). Further, the state and NPS must review temporary uses of the Section 6(f) property that do not conform to the public outdoor recreation requirement. Temporary use extending beyond 6 months is considered a conversion of use (NPS 2023).

5.0 DESCRIPTION OF SECTION 4(F) AND SECTION 6(F) PROPERTIES

This section describes the existing potential Section 4(f) and 6(f) resources near the Build Alternative.

5.1 Section 4(f) Properties

For the purposes of evaluating potentially significant historic properties, all sites within the APE determined in **Appendix K** to be eligible for Section 106 consideration were examined. For the purposes of evaluating parks, recreation areas, and refuges, all sites within 0.25 mile of the Build Alternative were considered. Corridor recreation within the greater region was considered to account for its regional network influence. The Section 4(f) evaluation is based on information in **Appendix K** and **Appendix H**. The Section 4(f) resources are shown on **Figure 5.1**. There are no wildlife or waterfowl refuges shown on the figure because there are no wildlife or waterfowl refuges within 0.25 mile of the Build Alternative; this is further discussed in **Section 5.1.2**.

5.1.1 Historic Properties

FTA follows the definition of historic properties in 36 CFR part 800; historic properties means any precontact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP 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 the NRHP criteria. Of the historic resources examined in **Appendix K**, those in **Table 5.1** were identified within the APE as listed or potentially eligible for listing on the NRHP and are considered Section 4(f) resources for the purposes of this Project.

Source: County of Los Angeles Department of Regional Planning 2025; Los Angeles County Department of Parks and Recreation 2024; Metro and CDM Smith/AECOM JV 2026.

Figure 5.1. 4(f) Resources

Table 5.1. Historic Properties Protected by Section 4(f)

Map ID	Property	Address	Jurisdiction	Office of Historic Preservation (OHP) Status Code	Ownership
1	National Chicano Moratorium March (NRIS ID# 100002655)	East Third Street, Beverly Boulevard, Atlantic Avenue, Whittier Boulevard, and Salazar Park	East Los Angeles (unincorporated Los Angeles County)	1S	Public
2	Griffith STEAM Magnet Middle School (DOE-19-94-0475-0000)	4765 4th Street	East Los Angeles (unincorporated Los Angeles County)	3D; 3CD; 5S2; 7N1	Public
3	Golden Gate Theater (NRIS IS# 82002192)	5176 Whittier Boulevard	East Los Angeles (unincorporated Los Angeles County)	1S; 1CS	Private
4	Vail Field Industrial Addition –historic district	Vail Field Industrial Addition – Commerce	City of Commerce	2S2; 3CS	Private
5	Pacific Metals Company building[1]	2187 Garfield Avenue	City of Commerce	2S2; 3CB	Private
6	Goodyear Tire and Rubber Company Warehouse[1]	2353 Garfield Avenue	City of Commerce	2S2; 3CB	Private
7	E.F. Hauserman Company Building	6838 East Acco Street	City of Commerce	3CS, 5S3	Private
8	Greenwood Elementary School (DOE-19-90-0060-0000)	900 South Greenwood Avenue	City of Montebello	2S2; 3CS	Public
9	South Montebello Irrigation District	864 Washington Boulevard	City of Montebello	2S2	Public
10	William and Florence Kelly House ("Kelly House") - Spanish Colonial Revival-style single-family residence	860 Washington Boulevard	City of Montebello	2S2	Private

Source: South Central Coastal Information Center 2024; CDM Smith/AECOM JV 2025.
Note:
[1] Contributor to the Vail Field Industrial Addition.
Key: 1S = Individual property listed in the National Register of Historic Places (NRHP); 1CS = Individual property listed in the CRHR; 2S2= Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR; 3B = Appears eligible for NRHP both individually and as a contributor to a NRHP eligible district through survey evaluation; 3CB = Appears eligible for CRHR both individually and as a contributor to a CRHR eligible district through a survey evaluation; 3CS = Appears eligible for CRHR as an individual property through survey evaluation; 3S = Appears eligible for NRHP as an individual property through survey evaluation; 3D = Appears eligible for NRHP as a contributor to a NRHP eligible multi-component resource; 3CD = Appears eligible for CRHR as a contributor to a CRHR eligible multi-component resource; 5S2 = Individually eligible for local listing or designation; 5S3= Appears to be individually eligible for local listing or designation through survey evaluation; 7N1 =Needs to be reevaluated (former status code 4) - may become NRHP eligible with restoration or other specific conditions; OHP = California Office of Historic Preservation; NRIS ID# = National Register Information System Identification Number; STEAM = Science, Technology, Engineering, Arts and Mathematics; E.F. Hauserman = Earl Frederic Hauserman; DOE = Determination of Eligibility

Below is a short description of each property listed in **Table 5.1**. Additional details can be found in **Appendix K**.

1. The National Chicano Moratorium March (NRIS ID# 100002655) is a NRHP-listed Historic District with eight contributing resources including the National Chicano Moratorium March Route itself, the El Barrio Free Clinic (5012 Whittier Boulevard), Silver Dollar Café (4945 Whittier Boulevard), and Ruben Salazar Park (3864 Whittier Boulevard). The district was listed in the NRHP on November 6, 2020. The district is significant under NRHP Criterion A for its association with social history and "Hispanic Politics/Government" with a period of significance in 1970. The historic boundary of National Chicano Moratorium March route in the APE is restricted to the streets and sidewalks along East 3rd Street, Beverly Boulevard, Atlantic Boulevard, and the intersection of Atlantic Boulevard and Whittier Boulevard; the northern limits of the historic district are along the existing alignment of the Metro E Line light rail on 3rd Street and the existing Atlantic Station (opened in 2009).
2. The Griffith STEAM Magnet Middle School (P-19-176590), initially constructed in 1939 and expanded in the 1950s and 1960s to accommodate steady increases in enrollment, is a Spanish Eclectic-style school campus eligible for local register listing for its significant design. The school was previously assessed in 1979, 1994, and 2014. The original 1979 survey identified the school as eligible for listing in the NRHP (assigned California Office of Historic Preservation [OHP] status code 7N1 [former status code 4]). In 1994, the property was identified as individually eligible for local listing or designation (assigned OHP status code 5S2). The 2014 survey suggested that further study was needed to make an evaluation but did identify the Griffith STEAM Magnet Middle School as a potential historic district. For the purposes of this evaluation, the district's period of significance extends from 1939 to 1967, aligning with the school's initial construction date and encompassing the major periods of expansion. The school's original core, northeast of the 4th Street and Mednik Avenue intersection, consists of three Spanish Eclectic- and Modern-style buildings. The boundary of the property is identified as 4th Street to the south, Mednik Avenue to the west, and 3rd Street to the north, Ferris Avenue to the east.
3. The Golden Gate Theater (also known as the Vega Building) (P-19-176524) was constructed in 1927. The property was listed in the NRHP in 1982 (National Register Information System 82002192) as being significant at the local level but does not specify the NRHP Criteria as the nomination form used at that time did not state the NRHP Criteria on the NRHP form. Given the historic themes of architecture and theater identified on the form, the criteria are presumed to be under Criterion A for its social interrelationship with the surrounding community and under Criterion C as an excellent example of Art Deco and Spanish Churrigueresque styles. The period of significance is 1927. The Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1991, leaving only the detached Spanish Churrigueresque-style Golden Gate Theater building. Between 2007 and 2012, the Golden Gate Theater building underwent a restoration project and now functions as a retail location for CVS Pharmacy. While the NRHP form identifies a boundary that includes a rectangular parcel that is bounded to the north by Whittier Boulevard, to the east by Atlantic Boulevard, two commercial lots to the south, and by a commercial storefront and parking lot to the west, due to modifications to the setting immediately surrounding the Golden Gate Theater, namely the demolition of the Vega Building, the only remaining contributing resource and feature on this historic property is the building itself.

4. The Vail Field Industrial Addition is a planned industrial park in Commerce. It is a cohesive, intact, geographical district that is distinctive for its Mid-Century Modern industrial facilities, intentional landscape elements, and truck and rail access plan. The Vail Field Industrial Addition is recommended eligible for listing in the NRHP as a historic district. It is significant at the local level under NRHP Criterion A in the area of industrial community planning and development in the growing Los Angeles metropolitan area. The district is also recommended eligible under Criterion C, because it contains several notable local examples of industrial architecture from the 1950s that reflect the eclectic Mid-Century Modern style. The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition in the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties. The Vail Field Industrial Addition historic district boundary is bounded by the Union Pacific Railroad ROW to the north; Garfield Avenue and Malt Avenue to the east; Telegraph Road to the south; and the transmission line ROW to the west.
5. The Pacific Metals Company (also known as the Rolled Steel Company) building is individually eligible under NRHP Criterion A at the local level of significance because of its association with noteworthy events in the history of industry as well as community planning and development in Southern California during the post-Korean War with a period of significance of 1955. The Pacific Metals Company building is also individually eligible under NRHP Criterion C at the local level of significance for its distinctive architectural design and qualities. It also contributes to the Vail Field Industrial Addition historic district. The boundary of the property consists of Washington Boulevard to the south, Garfield Avenue to the east, a truck loading area to the north, and a railroad right-of-way to the west.
6. The Goodyear Tire and Rubber Company warehouse, built in 1952, is an approximately 300,000-square-foot, one-story reinforced-concrete bow truss-roofed warehouse with an attached one-story flat-roof office eligible for the NRHP under Criterion A for its role in the history of industry in the region as well as community planning and development during the post-World War II period. It also contributes to the Vail Field Industrial Addition historic district. The boundaries of the property include a truck loading area to the south, Garfield Avenue to the east, Washington Blvd to the north, and a railroad ROW to the west.
7. The E.F. Hauserman Company building is eligible under NRHP Criterion C at the state and local level for its International-style architecture with a period of significance in 1957, the building's construction date. The building is an excellent example of mid-twentieth century building trends of the style that was widely used in government, institutional, and commercial buildings. The building was developed and owned by John Stahl, constructed by Jack Macdonald, and designed by Cejay Parsons. The E.F. Hauserman Company building features, including a projecting and cantilevered façade covered with stucco, a glass façade, and a rock accent wall, are all features representative of the International style. Utilizing minimal ornamentation and a glass façade, the building maintains an aesthetic appeal while also providing an economic build. The building has undergone minimal alteration since its 1957 construction and retains its historic integrity. The property is bounded by a private alleyway to the south, a shared parking area to the east, Acco Street to the north, and a loading and shared parking area to the west.

8. The Greenwood Elementary School constructed in 1947 has an innovative design that reflected a new approach to school planning in the context of the exploding population and economic growth in suburban south Los Angeles immediately after the World War II. It is eligible for the NRHP under Criterion A for having a significant contribution to the patterns of school building in Southern California during a period of significance. The property is bounded to the south by a fenced trucking company lot, to the east by Montebello Boulevard, to the north by Jacmar Drive and two residential lots, and to the west by Greenwood Avenue.
9. The South Montebello Irrigation District building is eligible for the NRHP under Criterion A for its historic association with agriculture and as an excellent and intact example of a modestly scaled infrastructure building. Although the building's property and adjacent land were no longer being used for agriculture when the building was constructed in 1940, the building has a historic association with agriculture because it supported the water needs of local truck farms and commercial nurseries in the area. With the construction of buildings on neighboring parcels, the setting around the South Montebello Irrigation District building has changed since 1940. The property boundary includes Washington Boulevard to the south, the William and Florence Kelly House property to the east, a commercial truck parking lot to the north, and a parking lot for a fast food restaurant to the west.
10. The residence at 860 Washington Boulevard in Montebello (William and Florence Kelley House) is eligible under NRHP Criterion A at the local level of significance for its association with the residential development of Montebello in the pre–World War II era. The period of significance is the date of its construction in 1937. Designed in the Spanish Colonial Revival style, the residence located at 860 Washington Boulevard represents a now-rare example of pre–World War II residential development in the El Carmel tract area of Montebello. Built for the original owners William Maurice Kelly and Florence Kelly, the property is a one-story, single-family residence with a U-shaped plan and features smooth trowelled stucco walls, a red clay tile roof, arched windows and arched openings along the façade porch. The property boundary includes Washington Boulevard to the south, a commercial property to the east, a commercial truck parking lot to the north, and the South Montebello Irrigation District building to the west.

5.1.2 Parks, Recreation Areas, and Refuges

The public parks and recreation areas within 0.25 mile of the Build Alternative alignment are shown in **Table 5.2**. There are no wildlife or waterfowl refuges in this area (Los Angeles County Department of Parks and Recreation 2025). Section 4(f) resources include trails that do not function primarily for transportation use, thereby meeting the definition of a Section 4(f)-protected resource as discussed in **Section 4.0**. The Rio Hondo Spreading Grounds and Multi-Use Trail and San Gabriel River Spreading Grounds and Multi-Use Trail are outside of, but within proximity to, the 0.25-mile boundary of the Build Alternative. Additional information on these resources is provided in **Appendix H**.

Table 5.2. Parks and Recreation Areas Protected by Section 4(f)

Map ID	Property	Address	Jurisdiction	Distance from the Build Alternative
11	Belvedere Park Lake	3rd Street and La Verne Avenue	East Los Angeles (unincorporated Los Angeles County)	50 feet
12	Atlantic Avenue Park	570 Atlantic Blvd.	East Los Angeles (unincorporated Los Angeles County)	30 feet
13	Woods Avenue Park	Verona Street and Woods Avenue	East Los Angeles (unincorporated Los Angeles County)	375 feet
14	Chet Holifield Park and Community Center	1060 S. Greenwood Avenue	Montebello	425 feet
15	Rio Hondo Spreading Grounds and Multi-Use Trail	Not available	Pico Rivera	1,600 feet
16	San Gabriel River Spreading Grounds and Bike Multi-Use Trails	Not available	Pico Rivera	2.15 miles

Source: Los Angeles County Department of Parks and Recreation 2024.

Section 4(f) resources include public school properties that provide recreational resources available to the public. As identified in **Appendix H**, there are several public schools within 0.25 mile of the Build Alternative; all are part of the Los Angeles Unified School District. None of these schools have recreation areas open to the public under Los Angeles Unified School District's Community School Parks program (operated in partnership with the City of Los Angeles Department of Recreation and Parks). Consequently, none of these schools qualify as Section 4(f) resources.

Below is a short description of each property listed in **Table 5.2**, including their activities, features and attributes, that qualify the property for Section 4(f) protections. Additional description can be found in **Appendix H**.

11. Belvedere Park Lake is a public park managed by Los Angeles County that provides recreational resources in East Los Angeles (unincorporated Los Angeles County). It provides various amenities, including sports fields, indoor facilities, a swimming pool, a skatepark, and passive recreation areas. As such, the park is protected in its entirety under Section 4(f).
12. Atlantic Avenue Park is a public park managed by Los Angeles County that provides recreational resources in East Los Angeles. It provides amenities, including a swimming pool, children's splash pad, rose garden, picnic shelters, and passive recreation areas. As such, the park is protected in its entirety under Section 4(f).
13. Woods Avenue Park is a small public park managed by Los Angeles County. The park is in the median of Woods Avenue near Verona Street and provides a landscaped space for passive recreation. The median consists of two segments, each approximately 20 feet wide by 275 feet long, with dirt/mulch groundcover and street trees down the center. Each of the two segments is approximately 0.1 acre in size. As such, the park is protected in its entirety under Section 4(f).

14. Chet Holifield Park and Community Center is a public park and community center managed by the City of Montebello. The park provides active recreation fields, basketball courts, a swimming pool, indoor multi-purpose room, playground, and passive recreation areas. As such, the park is protected in its entirety under Section 4(f).
15. Rio Hondo Spreading Grounds and Multi-Use Trail is a public recreational area managed by Los Angeles County. The multi-use trail is a popular bicycle, pedestrian, and equestrian route; it runs parallel to Rio Hondo through the San Gabriel Valley and is east of the Build Alternative terminus. As such, the multi-use trail is protected in its entirety under Section 4(f).
16. San Gabriel River Spreading Grounds and Bike Multi-Use Trail is a public recreational area managed by Los Angeles County. The multi-use trail is a popular bicycle, pedestrian, and equestrian route. The trail is near the San Gabriel River, east of the Build Alternative terminus. As such, the multi-use trail is protected in its entirety under Section 4(f).

5.2 Section 6(f) Resources

A search of Section 6(f) resources was conducted on the LWCF database (https://lwcfcoalition.org/map) in October 2025. The search revealed one potential property established or improved with funds available through the LWCF within 0.25 mile of the Build Alternative alignment: the East 60th Street Community Youth Center. According to the Los Angeles County Department of Parks and Recreation, the site is a private property and not owned by the County and therefore is not a Section 6(f) property. Thus, Section 6(f) resources are not analyzed further.

6.0 EVALUATION OF SECTION 4(F) USE

This section evaluates the potential use of Section 4(f) properties. Preliminary Section 4(f) determinations for each resource are shown in **Section 11.0**.

6.1.1 Historic Properties

6.1.1.1 National Chicano Moratorium March

As discussed in **Section 5.1.1**, the National Chicano Moratorium March (NRIS ID# 100002655), is a NRHP-listed Historic District with eight contributing resources.

Construction of the Build Alternative would involve the removal and replacement of the asphalt pavement along portions of the historic district's contributing National Chicano Moratorium March at 3rd Street, East Beverly Boulevard, Atlantic Boulevard, and Whittier Boulevard. The Build Alternative would also include the installation of a trench within the existing ROW at 3rd Street and La Verne Avenue where the existing alignment would transition underground. Sidewalk improvements would be made within the existing street and curb orientations. Additional curb ramps would be installed at intersections where non-historic post-1970 curb ramps already exist.

Construction would be temporary and would not result in an impaired use or loss of use of the historic property or permanent alteration to the historic property. The removal and replacement of asphalt pavement along portions of the march route during construction would not impair the significance of any of the contributing elements to the historic district, such as the March Route, the El Barrio Free Clinic, (5012 Whittier Boulevard), Silver Dollar Café (4945 Whittier Boulevard), or Ruben Salazar Park (3864 Whittier Boulevard). The historic district would still convey its historical significance; therefore, the Build Alternative would not have a substantial adverse change on the National Chicano Moratorium March Historic District. As set forth in NEPA Project Measure (NPM) TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NEPA Mitigation Measure (NMM) NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O**, the Transportation Impacts Report, and **Appendix L**, the Noise and Vibration Impacts Report.

Operation of the Build Alternative would not result in the permanent reconfiguration of the streets and sidewalks that contribute to the significance of the historic district's linear route. As noted in the 2020 NRHP nomination, despite changes within and immediately abutting the historic National Chicano Moratorium March route, including changes to the East Los Angeles Civic Center complex, replacement of streetlamps on Whittier Boulevard, and the construction of the Metro Gold Line light rail along 3rd Street (now Metro E Line), the historic property retains integrity of location, setting, design, feeling, and association. This determination of eligibility occurred 11 years after the construction of the Metro Gold Line. Minimal physical alterations to the streets have not diminished the integrity of materials and workmanship. The route of the march retains those physical features that enable it to convey its historic significance under Criterion A as the location of the National Chicano Moratorium March. While the

Build Alternative would include street and sidewalk improvements, the National Chicano Moratorium March route would be maintained, and improvements would be made using corresponding materials. The district's use would not change, nor would the physical features within the property's setting that contribute to its historic significance. Due to the underground nature of the improvements, no permanent visual changes to this historical property or its setting would occur from the guideway and station. The visual setting includes commercial and institutional buildings along Atlantic Boulevard, low-rise commercial buildings on Whittier Boulevard, and active transportation corridors.

Demolition and construction activities within the historic district would represent a use through temporary occupancy. Because there would be no adverse effect on the district's historical significance and listing in the NRHP, the use would result in a *de minimis* impact. The *de minimis* finding would need to be made in conjunction with the regulatory agencies that oversee these properties.

6.1.1.1.1 Maintenance and Storage Facility

The National Chicano Moratorium March is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.2 Griffith STEAM Magnet Middle School

As discussed in **Section 5.1.1**, the Griffith STEAM Magnet Middle School (P-19-176590) is a school campus eligible for local register listing for its significant design. The school is located just south of the existing light rail tracks on 3rd Street. Construction of the Maravilla Crossover would occur approximately 250 feet away from the school grounds and would involve a minor shift of the existing tracks to the east and roadway resurfacing within the existing ROW. A train control house with electric power switches and auxiliary power room would be constructed at vacant lot owned by Metro on the south side of 3rd Street between Arizona Avenue and Mednik Avenue, adjacent to an existing traction power substation. No Build Alternative elements or activities would be required within the Section 4(f) property. The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

The Build Alternative would not result in physical destruction of, or damage to, the Griffith STEAM Magnet Middle School, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The school building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. The Build Alternative would not change the current use of the building. Operation and construction of the Build Alternative would not result in effects impacting the property's historical significance. Operation and construction of the Build Alternative

would not result in alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.2.1 Maintenance and Storage Facility

The Griffith STEAM Magnet Middle School is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.3 Golden Gate Theater

As discussed in **Section 5.1.1**, the Golden Gate Theater (also known as the Vega Building) (P-19-176524) was listed in the NRHP in 1982 (National Register Information System 82002192) under Criterion A for its social interrelationship with the surrounding community and under Criterion C as an excellent example of Art Deco and Spanish Churrigueresque styles.

The Build Alternative would construct the guideway alignment with a tunnel configuration beneath Atlantic Boulevard and the Atlantic/Whittier station, an underground, center platform station beneath the intersection of Atlantic and Whittier Boulevards. The depth of excavation for the tunnel alignment and the underground stations would extend to approximately 60 feet below ground surface. The underground guideway and station would be within approximately 80 feet from the Golden Gate Theater, but no Project elements or activities would be required beneath the theater or within its property boundaries. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers, asphalt milling machines, asphalt paving machines, TBM, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks.

The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

Construction of the alignment and station has the potential to cause vibrations and ground settlement that could impact the Golden Gate Theater. Vibration levels from construction activities along the Build Alternative would include the use of TBMs, bulldozers, dump trucks, and vibratory rollers. The use of impact pile drivers would be avoided whenever possible to eliminate the potential of vibration impacts (such as minor cosmetic structural damage) at nearby sensitive receptors. NMM CUL-1, as identified in **Appendix K** and also provided in **Section 9.0**, would require building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey. NMM CUL-1 would reduce the potential for vibration generated during construction activities to damage the Golden Gate Theater. Construction of the Build Alternative could result in potential adverse effects on the Golden Gate Theater from vibration; however, because the duration would be temporary, the magnitude of vibration would be minimal, and

there would be no anticipated permanent adverse physical impacts to the resource. Construction would not result in a use of the Section 4(f) property.

The Build Alternative would not result in physical destruction of, or damage to, the Golden Gate Theater, nor would the theater be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The theater would not be moved from its historic location, and neither the theater's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the theater. Due to the underground nature of the improvements, no permanent visual changes to this historical property or its setting are anticipated from the alignment and station. The Build Alternative would not change the current use of the building. Operation and construction of the Build Alternative would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.3.1 Maintenance and Storage Facility

The Golden Gate Theater is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.4 Vail Field Industrial Addition

As discussed in **Section 5.1.1**, the Vail Field Industrial Addition is eligible for the NRHP as a historic district that is significant at the local level under NRHP Criterion A and under NRHP Criterion C. Forty buildings that contribute to the historic district have been identified.

The Vail Field Industrial Addition historic district boundaries are the railroad corridors on the north and west, Telegraph Road on the south, and Malt Avenue on the east. This is a cohesive and distinctive planned industrial park, with large sprawling one- to two-story buildings with modernistic architectural influences, including cantilevered porch roofs, projecting accent walls, blade signs, recessed entrances, and angled storefronts.

The Build Alternative alignment would be located within, beneath, and adjacent to the southeast portion of the historic district. The aerial guideway would run immediately north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue and then transition to an at-grade configuration between Vail Avenue and Maple Avenue. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8, Visual Resources, of the EA for more information about visual impacts from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the historic district. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would thus result in no adverse effect.

The Vail Field Industrial Addition would not be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The district would not be moved from its

historic location, and the district's use or physical features within the property's setting that contribute to its historic significance would not change. The Build Alternative would not result in the neglect or deterioration of the district.

The Build Alternative would permanently acquire and demolish six contributors to the historic district. None of these buildings are individually eligible for listing in the NRHP:

- 2343 Saybrook Avenue (assessor parcel number [APN] 6336-011-007)
- 2401 Saybrook Avenue (APN 6336-010-013)
- 6466 Gayhart Street (APN 6336-011-012)
- 6414 Gayhart Street (APN 6336-011-008)
- 6565 Washington Boulevard (APN 6336-011-013)
- 6625 East Washington Boulevard (APN 6336-013-012)

The acquired properties may be used for traction power substations locations, ROW clearing, and/or construction staging areas, lay down areas, and other construction support functions. This includes the launching of the tunnel boring machine which would occur at the southern limit of the tunnel near Saybrook Avenue and Gayhart Street, northwest of Washington Boulevard.

The use of construction equipment would produce localized noise and air pollutant emissions within and adjacent to the historic district. Construction would be temporary and would not result in an impaired use or loss of use of the historic district. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

These six buildings are located near the center and on the periphery of the historic district, though their demolition would not alter the district's character defining features. They are either common examples of modern styles that are better represented within the remaining core, or lack integrity of materials, design and/or workmanship. The core would remain intact with enough contributors (34 of the original 40) with characteristics to convey its historical significance. Despite demolition of these contributors, the historic district would retain sufficient historic integrity to be considered eligible for listing in the NRHP. The historic district would still convey its historical significance and would be eligible for listing in the NRHP; therefore, the Build Alternative would not have an adverse effect on the Vail Field Industrial Addition historic district.

The transition from the underground alignment to an aerial structure would be located within the boundary and setting of the Vail Field Industrial Addition. The district is an entity of various industrial facilities, and its setting is industrial. The aerial structure would generally follow existing transportation corridors and would not limit views within or of the district. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area, such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8 of the EA for more information about visual impacts from the Build

Alternative. The alteration of the setting with the new visual element of the aerial structure would not change the district's historic character or materially impair its significance.

Permanent incorporation from acquisition and demolition and temporary occupancy from construction activities would represent a use. Because there would be no adverse effect on the district's historical significance and eligibility for listing in the NRHP, the use from the Build Alternative would result in a *de minimis* impact. The *de minimis* finding would need to be made in conjunction with the regulatory agencies that oversee these properties.

6.1.1.4.1 Maintenance and Storage Facility

The Vail Field Industrial Addition is in proximity to MSF Sites 1 and 2. As described above under **Section 6.1.1.4**, demolition and construction activities within the potential historic district would represent a use. Because there would be no adverse effect on the district's historical significance and eligibility for listing in the NRHP, the use from construction of the Build Alternative with MSF Site 1 or 2 would result in a *de minimis* impact. The *de minimis* finding would need to be made in conjunction with the regulatory agencies that oversee these properties.

MSF Site 3 would be located at the former location of three contributors to the Vail Field Industrial Addition historic district that would be demolished under the Build Alternative for construction staging and launching of the tunnel boring machine, as discussed previous in **Section 6.1.1.4**. These buildings are:

- 6414 Gayhart Street (6336-011-008)
- 6466 Gayhart Street (6336-011-012)
- 6565 Washington Boulevard (6336-011-013)

No other buildings would be demolished if MSF Site 3 is selected. The Vail Field Industrial Addition historic district features industrial buildings, including one- to two-story factories, warehouses, and combination buildings with offices and warehouses. MSF Site 3 would feature cleaning facilities, railway infrastructure, and office space for Metro staff in a one- to two-story warehouse along with ancillary buildings, thereby matching the character defining features of the district. MSF Site 3 would introduce a new visual element to the Vail Field Industrial Addition historic district but would not change the historic character of the district. Because there would be no adverse effect on the historic district, the use from MSF Site 3 would result in a *de minimis* impact. The *de minimis* finding would need to be made in conjunction with the regulatory agencies that oversee these properties.

6.1.1.5 Pacific Metals Company

As discussed in **Section 5.1.1,** the Pacific Metals Company building is individually eligible for the NRHP under Criterion A and Criterion C, and it also contributes to the Vail Field Industrial Addition historic district. The Build Alternative would introduce an aerial structure near the building.

The Build Alternative would introduce an aerial structure that would be in the median of Washington Boulevard between Gayhart Street and Yates Avenue, approximately 60 feet from the southeast corner

of the Pacific Metals Company building.[3] The aerial guideway would run along the center of Washington Boulevard and would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element in the vicinity of the Pacific Metals Company building, but would not change the historic character of the historic property. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the property's significant historic features and would result in no adverse effects.

The use of construction equipment would produce localized noise and air pollutant emissions. Construction would also require closing the narrow portion of the site parking lot to truck and passenger vehicle thru-traffic, which would temporarily limit internal parking lot circulation from a lot accessed off Washington Boulevard to a lot accessed from Garfield Avenue. However, parking lot ingress or egress from either Washington Boulevard or Garfield Avenue would not be prohibited. Construction activities would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

The construction of the Build Alternative would not result in physical destruction of, or damage to, the Pacific Metals Company building, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. Operation and construction of the Build Alternative would not result in effects impacting the property's historical significance.

Consequently, operation and construction of the Build Alternative would not result in a use of the Section 4(f) property.

6.1.1.5.1 Maintenance and Storage Facility

MSF Site 1: Mid-Block Tracks

No historic properties are within the footprint of MSF Site 1. If MSF Site 1 is selected, the guideway alignment would be located approximately 60 feet from the Pacific Metals Company building. The guideway alignment would not limit views of the historic property. The new guideway alignment would introduce a new visual element adjacent to the Pacific Metals Company building but would not change the historic character of the building. The alteration of the setting and the new visual element of the guideway alignment would not diminish the integrity the Pacific Metals Company building's significant

[3] If MSF Site 2 is selected, the aerial alignment would shift slightly north. Impacts from this shift in alignment are discussed as part of the MSF Site 2 impact analysis in **Section 6.1.1.5.1**.

historic features; thus, construction of MSF Site 1 would result in no adverse effects on architectural historic properties.

Consequently, operation and construction of MSF Site 1 would not result in a use of the Section 4(f) property.

MSF Site 2: Yates Avenue Tracks

If MSF Site 2 is selected, the guideway would leave the center of Washington Boulevard east of the BNSF railroad tracks and curve north where the support pillars would be within the parking lot approximately 20 feet from the southwest corner of the building (adjacent to the south or secondary elevation) before returning to the center of Washington Boulevard east of Garfield Avenue. Construction of the aerial guideway would intersect the southeastern corner of the parcel where the existing lot is located; however, this would not alter the façade of the Pacific Metals Company building or diminish the integrity of the building's significant design features. The aerial guideway, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8 of the EA for more information about visual effects from the Build Alternative.

Although the Pacific Metals Company building is significant for its architectural design as well as a contributor to the Vail Field Industrial Addition historic district, the features that convey that significance are not considered vulnerable or delicate elements that would be affected by potential increased vibration associated with construction. The Build Alternative would be located adjacent to the exterior of one corner of an immense building that measures close to 30,000 square feet. The closest edge of the track would be located approximately 15 feet higher than the top of the building and approximately 8 feet to the south. The building was not identified as a building where low vibration is essential for interior operations. Project measures discussed in **Appendix L** include noise control measures such as enclosures and noise barriers as necessary. See **Appendix L** for more information about noise and vibration effects associated with the Build Alternative.

Temporary occupancy from construction and permanent incorporation from acquisition for installation of the aerial guideway supports within the property parking lot would represent a use. Because there would be no adverse effect on the Pacific Metals Company building's historical significance and eligibility for listing in the NRHP, the use from the Build Alternative with MSF Site 2 would result in a *de minimis* impact. The *de minimis* finding would need to be made in conjunction with the regulatory agencies that oversee this property.

MSF Site 3: Satellite Yard at Gayhart Street

If MSF Site 3 is selected, the guideway alignment would be approximately 60 feet from the Pacific Metals Company building. The guideway alignment would not limit views of the historic property. The new guideway alignment would introduce a new visual element adjacent to the Pacific Metals Company building but would not change the historic character of the building. The alteration of the setting and the new visual element of the guideway alignment would not diminish the integrity the Pacific Metals Company building's significant historic features; thus, construction of MSF Site 3 would result in no adverse effects on architectural historic properties.

Consequently, operation and construction of MSF Site 3 would not result in a use of the Section 4(f) property.

6.1.1.6 Goodyear Tire and Rubber Company Warehouse

As discussed in **Section 5.1.1**, the Goodyear Tire and Rubber Company Warehouse property is eligible for the NRHP under Criterion A. The Build Alternative would construct an aerial structure approximately 120 feet from the northwest corner of the Goodyear Tire and Rubber Company Warehouse; however, no Build Alternative elements or activities would be required within the boundaries of the warehouse property. The warehouse is also contributor to the Vail Field Industrial Addition historic district.

The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet) and would be approximately 120 feet from the northwest corner of the Goodyear Tire and Rubber Company Warehouse. At this distance, daytime construction noise would not exceed FTA limits. These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8 of the EA for more information about visual impacts from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would thus result in no adverse effect.

The Build Alternative would not result in physical destruction of, or damage to, the Goodyear Tire and Rubber Company Warehouse, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The warehouse would not be moved from its historic location, and neither the building’s use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building.

Operation and construction of the Build Alternative would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.6.1 Maintenance and Storage Facility

The Goodyear Tire and Rubber Company Warehouse is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.7 E.F. Hauserman Company

As discussed in **Section 5.1.1**, the E.F. Hauserman Company building is eligible under NRHP Criterion C at the local level. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property. The Build Alternative guideway alignment would be located approximately 300 feet to the southwest of the E.F. Hauserman Company building. The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

The Build Alternative would not result in physical destruction of, or damage to, the E.F. Hauserman Company building, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. The Build Alternative would not change the current use of the building. Operation and construction of the Build Alternative would not result in effects impacting the property's historical significance.

Operation and construction of the Build Alternative would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.7.1 Maintenance and Storage Facility

MSF Site 1: Mid-Block Tracks

The E.F. Hauserman Company building is not in proximity to MSF Site 1. Operation and construction of MSF Site 1 would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

MSF Site 2: Yates Avenue Tracks

MSF Site 2 would construct an at-grade MSF approximately 100 feet to the east of the E.F. Hauserman Company building. Operational and construction activities would not materially impair the historic property and operation of MSF Site 2 would not physically demolish, destroy, relocate, or alter any historic properties. MSF Site 2 would introduce a maintenance and storage facility to the east of the E.F. Hauserman Company building in an industrial district that is significantly altered from its original development. Therefore, it would not adversely affect views of the E.F. Hauserman Company building. MSF Site 2 would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance. Operation and construction of MSF Site 2 would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

MSF Site 3: Satellite Yard at Gayhart Street

The E.F. Hauserman Company building is not in proximity to MSF Site 3. Operation and construction of MSF Site 3 would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.8 Greenwood Elementary School

As discussed in **Section 5.1.1**, the Greenwood Elementary School is eligible for the NRHP under Criterion C. The Greenwood Elementary School is located on Greenwood Avenue in Montebello, over 400 feet from the Greenwood station. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property.

The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

The distance between the Greenwood Elementary School property and the Greenwood station is close to 500 feet, with an intervening building at 1100 Washington Boulevard and another 1122 Washington Boulevard blocking views from the southern (secondary) elevation of the school towards the station location. At this distance, daytime construction noise would not exceed FTA limits. As a result of this distance and the physical obstruction of two intervening buildings, no visual effects on the Greenwood Elementary School or its setting are anticipated from the at-grade alignment or station. The lot adjacent to the school to the south is already paved, serves a similar use, and would be minimally altered to serve as a surface parking facility. Operation and construction of the Build Alternative would not result in effects impacting the property's historical significance.

The Build Alternative would not result in physical destruction of, or damage to, the Greenwood Elementary School, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The school building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building.

Operation and construction of the Build Alternative would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.8.1 Maintenance and Storage Facility

The Greenwood Elementary School is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.9 South Montebello Irrigation District

As discussed in **Section 5.1.1**, the South Montebello Irrigation District property is eligible for the NRHP under Criterion A. With the construction of buildings on neighboring parcels, the setting around the South Montebello Irrigation District building has changed since 1940. The Build Alternative would construct the alignment at-grade in the center of Washington Boulevard, including overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, and lighting and traffic signal modifications, along the South Montebello Irrigation District property. The at-grade Greenwood station on Washington Boulevard would be approximately 350 feet to the west. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property.

The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**. The Greenwood station would be located more than 400 feet to the west/southwest of the entrance of the South Montebello Irrigation District building, and the view from the district building to the Greenwood station would be obscured by the restaurant building at 870 Washington Boulevard. At this distance, daytime construction noise would not exceed FTA limits. Due to the distance and the presence of an intervening building between the South Montbello Irrigation District building and the Greenwood Station, no visual effects on the South Montbello Irrigation District building or its setting are anticipated from the at-grade alignment or station. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the Build Alternative would not diminish the integrity of the building's significant historic features or its ability to convey its historic significance under Criterion A.

Operation and construction of the Build Alternative would not result in physical destruction of, or damage to, the South Montebello Irrigation District building, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and the building's use and physical features within the property's setting that contribute to its historic significance would not change. The Build Alternative would not result in the neglect or deterioration of the building.

Consequently, operation and construction of the Build Alternative would not result in a use of the Section 4(f) property.

6.1.1.9.1 Maintenance and Storage Facility

The South Montebello Irrigation District is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.1.10 William and Florence Kelly House

As discussed in **Section 5.1.1**, the residence at 860 Washington Boulevard in Montebello is eligible under NRHP Criterion A. The Build Alternative would construct the alignment at-grade in the center of Washington Boulevard, including overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, and lighting and traffic signal modifications, along the William and Florence Kelly House property. The at-grade Greenwood station on Washington Boulevard would be approximately 400 feet to the west. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property. Thus, there would be no use through permanent incorporation or temporary occupancy of Belvedere Park Lake.

The use of construction equipment would produce localized noise and air pollutant emissions. Construction would be temporary and would not result in an impaired use or loss of use of the historic property. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**.

Due to the distance between the William and Florence Kelly House and the Greenwood station, and the presence of two intervening buildings between the residence and the station, no visual impacts on the William and Florence Kelly House or its setting are anticipated from the at-grade alignment or station. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the Build Alternative would not diminish the integrity of the building's significant historic features.

Operation and construction of the Build Alternative would not result in physical destruction of, or damage to, the William and Florence Kelly House, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building.

Consequently, operation and construction of the Build Alternative would not result in a use of the Section 4(f) property.

6.1.1.10.1 Maintenance and Storage Facility

The William and Florence Kelly House is not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.2 Parks, Recreation Areas, and Refuges

6.1.2.1 Belvedere Park Lake

Belvedere Park Lake is on East 3rd Street at La Verne Avenue. The existing Metro E Line is located directly adjacent to the park along East 3rd Street (**Figure 2.3**). No activities or components of the Build Alternative would be required within the boundaries of the Section 4(f) property. This park would not be acquired, displaced, relocated, or physically altered because of operation or construction of the Build Alternative. There would be no closure of amenities and facilities within the park or temporary occupancy during construction. Thus, there would be no use through permanent incorporation or temporary occupancy of Belvedere Park Lake.

However, a new trench would extend from east of Civic Center Way to east of La Verne Avenue to facilitate the transition of the guideway from the existing at-grade alignment to the underground alignment. The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited. This could adversely impact access to and from Belvedere Park Lake for neighborhoods to the south of 3rd Street. However, to facilitate traffic movement, U-turns would be allowed west of La Verne Avenue at Mednick Avenue and to the east at Woods Avenue. Additionally, a new high-visibility crosswalk east of La Verne would be constructed to provide pedestrian access across 3rd Street to facilities such as Belvedere Park Lake. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. Vehicles could also access Belvedere Park Lake from the existing entrance on Mednick Avenue north of 3rd Street. Therefore, access to Belvedere Park Lake would be maintained.

As discussed in **Appendix H**, the Community Impacts Assessment, construction activities in the vicinity could result in temporary nuisances associated with intermittent increases in noise, vibration, dust, odors, and traffic delays, which could affect the use and physical quality of the park. Intermittent sidewalk and lane closures and detours could inhibit access to recreational facilities; however, access to existing facilities, including Belvedere Park Lake, would be maintained. Located in an urbanized environment and adjacent to a major vehicular thoroughfare, serenity and quiet are not significant attributes of this park. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**. Additionally, as discussed in **Appendix F**, Air Quality Impacts Report, there would be no adverse effect on air quality from construction. Therefore, operation and construction of the Build Alternative would not result in a constructive use of the Section 4(f) property.

6.1.2.1.1 Maintenance and Storage Facility

The Belvedere Park Lake is not in proximity to MSF Site 1, 2, or 3. The MSF would not result in any alterations to the property or its historic integrity and would not result in a use of the Section 4(f) property.

6.1.2.2 Atlantic Avenue Park

Atlantic Avenue Park is on Atlantic Boulevard near 6th Street. The Build Alternative alignment would run underground along the east side of Atlantic Avenue Park. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property. No surface construction, lane closure, or sidewalk closure is proposed as part of the construction phase of the segment. There would be no closure of amenities and facilities within the park or temporary occupancy during construction. No physical alterations to Atlantic Avenue Park itself would occur during construction and there would be no operational impacts on the park. Therefore, there would be no use through permanent incorporation or temporary occupancy of this Section 4(f) property.

No substantive construction impacts relative to air quality or noise are anticipated. Located in an urbanized environment and adjacent to a major vehicular thoroughfare, serenity and quiet are not significant attributes of this park; construction and operation of the Build Alternative would therefore not substantially impair this park. Therefore, the Build Alternative would not result in a constructive use of the Section 4(f) property.

6.1.2.2.1 Maintenance and Storage Facility

The Atlantic Avenue Park is not in proximity to MSF Site 1, 2, or 3. The MSF would not result in a use of the Section 4(f) property.

6.1.2.3 Woods Avenue Park

Woods Avenue Park is on Woods Avenue near Verona Street. The park is approximately 400 feet west of the Build Alternative alignment; at this location, the alignment would be underground. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property. No surface construction, lane closure, sidewalk closure, or temporary occupancy is proposed as part of the construction phase of the segment. No physical alterations to Woods Avenue Park itself would occur during construction and there would be no operational impacts on the park. Therefore, there would be no use through permanent incorporation or temporary occupancy of this Section 4(f) property.

No substantive construction impacts relative to air quality or noise are anticipated. Located in the median of a roadway, serenity and quiet are not significant attributes of this park; construction and operation of the Build Alternative would therefore not impair this park. Therefore, operation and construction of the Build Alternative would not result in the use of the Section 4(f) property. Therefore, the Build Alternative would not result in a constructive use of the Section 4(f) property.

6.1.2.3.1 Maintenance and Storage Facility

The Woods Avenue Park is not in proximity to MSF Site 1, 2, or 3. The MSF would not result in a use of the Section 4(f) property.

6.1.2.4 Chet Holifield Park and Community Center

Chet Holifield Park and Community Center is approximately 425 feet south of the Build Alternative alignment near Frankel Avenue and is separated from the alignment by intervening development, including industrial buildings, single family residences, and surface parking. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property. Given the distance, no physical alterations to the park would occur during operation or construction of the Build Alternative. There would be no closure of amenities and facilities within the park or temporary occupancy during construction. Therefore, there would be no use through permanent incorporation or temporary occupancy of this Section 4(f) property.

As discussed in **Appendix H**, construction activities in the vicinity could result in temporary nuisances associated with intermittent increases in noise, vibration, dust, odors, and traffic delays, which could affect the use and physical quality of the park. Intermittent sidewalk and lane closures and detours could inhibit access to recreational facilities; however, access to existing facilities, including Chet Holifield Park, would be maintained. Located in an urbanized environment and adjacent to a five-lane vehicular thoroughfare, serenity and quiet are not significant attributes of this park. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Further, implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction. These measures are identified in **Section 9.0** and discussed in **Appendix O** and **Appendix L**. Additionally, as discussed in **Appendix F**, Air Quality Impacts Report, there would be no adverse effect on air quality from construction. Therefore, the Build Alternative would not result in the constructive use of Chet Holifield Park and Community Center.

6.1.2.4.1 Maintenance and Storage Facility

The Chet Holifield Park is not in proximity to MSF Site 1, 2, or 3. The MSF would not result in a use of the Section 4(f) property.

6.1.2.5 Rio Hondo Spreading Grounds and Multi-Use Trail

As discussed in **Appendix H**, the Rio Hondo Spreading Grounds and Multi-Use Trail are outside of the 0.25-mile boundary around the Build Alternative. The Build Alternative terminus is approximately 1,600 feet west of the Rio Hondo Spreading Grounds. No elements or activities of the Build Alternative would be required within the boundaries of the Section 4(f) property. The Build Alternative would not have any alterations to the resource. No physical alterations to the resource would occur during construction and there would be no operational impacts on the resource. There would be no trail closure or temporary occupancy during construction. Therefore, there would be no use through permanent incorporation or temporary occupancy of this Section 4(f) property.

As discussed in **Appendix H**, temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays are not anticipated to affect the use and physical quality of the corridor. Access to the trail would not be inhibited. Therefore, the Build Alternative would not result in the constructive use of the Section 4(f) property.

6.1.2.5.1 Maintenance and Storage Facility

The Rio Hondo Spreading Grounds and Multi-Use Trail are not in proximity to MSF Site 1, 2, or 3. Operation and construction of the MSF would not result in a use of the Section 4(f) property.

6.1.2.6 San Gabriel River Spreading Grounds and Bike Multi-Use Trails

As discussed in the **Appendix H**, the San Gabriel River Spreading Grounds and Bike Multi-Use Trails are outside of the 0.25 mile boundary around the Build Alternative. The Build Alternative terminus at Montebello Avenue is more than 2 miles west of the San Gabriel River Spreading Grounds. No Build Alternative elements or activities would be required within the boundaries of the Section 4(f) property. The Build Alternative would not have any alterations to the resource. No physical alterations to the resource would occur during construction and there would be no operational impacts on the resource. Given the distance, no physical alterations to the spreading grounds or trail would occur during operation or construction of the Build Alternative. There would be no trail closure or temporary occupancy during construction. Therefore, there would be no use through permanent incorporation or temporary occupancy of this Section 4(f) property.

As discussed in **Appendix H**, temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays are not anticipated to affect the use and physical quality of the corridor. Access to the trail would not be inhibited. Therefore, operation and construction of the Build Alternative would not result in the use of the Section 4(f) property. Therefore, the Build Alternative would not result in the constructive use of the Section 4(f) property

6.1.2.6.1 Maintenance and Storage Facility

The San Gabriel River Spreading Grounds and Multi-Use Trail are not in proximity to MSF Site 1, 2, or 3. The MSF would not result in a use of the Section 4(f) property.

7.0 AVOIDANCE ALTERNATIVES

As discussed in **Section 4.0**, Section 4(f) regulations define an alternative that would not require the use of any Section 4(f) property as an avoidance alternative. Feasible and prudent avoidance alternatives are those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property (23 CFR 774.17). Unless the use of a Section 4(f) property is determined to have a *de minimis* impact, FTA must determine that no feasible and prudent avoidance alternative exists before approving the use of such land (23 CFR 774.3).

The FTA has preliminarily found that the Build Alternative would have no use or would be subject to a *de minimis* impact finding for all Section 4(f)-protected properties. As described in the USDOT Section 4(f) guidance, no avoidance or feasible and prudent avoidance alternatives analysis is required for a *de minimis* impact determination (USDOT 2012). Consequently, the Build Alternative does not require evaluation of avoidance alternatives.

8.0 EVALUATION OF LEAST OVERALL HARM

When an alternative would only have a *de minimis* impact, the requirement for evaluation of least overall harm is not required. Because the Build Alternative would have no use or would be subject to a *de minimis* impact finding for all Section 4(f)-protected properties, a least overall harm analysis is not necessary.

9.0 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

As described in **Section 8.0**, a demonstration of all possible planning to minimize harm is not required. However, project measures (NPM) and mitigation measures (NMM) incorporated into the Build Alternative influenced the magnitude of potential effects on Section 4(f) properties.

Project measures are design features, BMPs, or other measures required by law, including permit approvals. Mitigation measures are actions required to reduce adverse effect(s) identified in this Section 4(f) Evaluation.

Accordingly, the Section 4(f) evaluation considered the Build Alternative measures listed in **Table 9.1**.

Table 9.1. Project Measures and Mitigation Measures Considered in Section 4(f) Evaluation

ID	Description
NMM CUL-1	**Protection Measures – Differential Settlement/Vibration/ Tunnel Boring Machine (TBM) Specifications for CVS Pharmacy (CVS)/Golden Gate Theater**. Metro/Metro's contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historic property. Building protection measures shall be implemented in conjunction with NMM NOI-1 through NMM NOI-14. ▪ Metro/Metro's contractor shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the building category and the potential for ground-borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a TBM in proximity to the historic property. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulation [CFR] Part 61) shall review final design documents prior to implementation of measures. ▪ Metro/Metro's contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historic property has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey. ▪ A post-construction survey shall also be undertaken to ensure that damage has not occurred to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.

ID	Description
NPM TRA-2	**Construction Best Management Practices for Transportation.** Construction best management practices (BMP) for the Build Alternative shall include the following: ▪ Cooperation with the corridor cities and the County shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements. ▪ Pedestrian access to adjacent properties along the Project shall be maintained during construction. ▪ Construction-related traffic circulation changes shall generally be localized to the work area. ▪ Construction activities shall comply with Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health Administration (Cal/OSHA), and Metro safety and security programs. ▪ Safety for pedestrians, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists shall be maintained during construction; methods may include signage, partial lane closures, and construction barriers. ▪ Access to Los Angeles County Fire Department (LACFD) Station 50 on Saybrook Avenue shall be maintained during construction activities, including construction of MSF Site 3 (if selected), and the launch of the tunnel boring machine (TBM). ▪ Metro shall coordinate with staff of the Los Angeles County Sheriff's Department and LACFD Station 50 in advance of any construction activities to preserve station access. ▪ Lane and/or road closures shall be scheduled to minimize disruptions, including detour routes, in coordination with authorities having jurisdiction and local fire and police departments prior to construction. The nearest local first responders shall be notified, as appropriate, of traffic control measures in the Traffic Management Plan (see NMM TRA-2) during construction to coordinate emergency response routing. ▪ The Project shall be designed and constructed per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, Cal/OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (MUTCD), and Metro safety and security programs and standards (i.e., Metro Rail Design Criteria [MRDC] and Metro Systemwide Station Design Standards Policy).
NMM TRA-2	**Traffic Management Plan.** Metro shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures: ▪ Where feasible, a majority of schedule construction-related travel (i.e., deliveries) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. ▪ Designated routes for project haul trucks shall be located along the Project corridor right-of-way (ROW) and/or major streets connecting to construction staging areas and the nearest freeways (e.g., State Routes (SR)-60, and Interstate (I)-5). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. ▪ Metro shall maintain safe and convenient pedestrian routes to school by ensuring project haul routes and construction traffic, to the greatest extent possible, avoid any published school pedestrian routes.

ID	Description
	▪ Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas. ▪ Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation. ▪ Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access). ▪ Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures. ▪ Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures. ▪ Traffic control officers at major intersections during peak hours shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities. ▪ Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction. ▪ Where construction encroaches on sidewalks, walkways, crosswalks, and multi-use trails, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters. ▪ Provide detour routes and signage to address temporary effects to multi-use trails and bicycle circulation, and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted. ▪ Regular communication with school administrators shall be maintained to ensure sufficient notice of construction activities and/or detours, that could affect pedestrian routes to schools is provided. ▪ Construction flaggers shall be implemented any time a construction ingress or egress is located within 200 feet of a school's student entrance. ▪ Metro's construction outreach efforts shall include reaching out to local school district administrators to provide advanced information regarding construction activities and/or detours if construction activities will affect bus routes and stops to schools. ▪ Access to adjacent businesses and schools (including access to passenger loading areas for student drop-offs at schools) shall be provided via existing or temporary driveways or loading zones during business and school hours throughout the construction period.

ID	Description
NPM NOI-2	**Construction Noise and Vibration Control.** Construction activities shall comply with Metro's baseline specifications Section 01 56 19, Construction Noise and Vibration Control. Although Metro, as a state-chartered transportation agency, is exempt from local noise ordinances, the agency is committed to consistency with local construction noise limits whenever feasible and reasonable in accordance with its own construction specifications. Metro/Metro's contractor shall utilize control measures from Metro's specifications that effectively minimize noise and vibration impacts in the community. Some mitigation measures for Noise and Vibration are based on the provisions set forth in Section 01 56 19 and are refined to have more specificity towards the Project-related impacts concerning noise and vibration. Under NPM NOI-2, the Project shall comply with the entirety of Metro's baseline specifications Section 01 56 19 and Metro/Metro's contractor shall utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community, such as: ▪ Conducting at-grade construction activities adjacent to residential neighborhoods during the daytime whenever practicable. ▪ Requiring special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. ▪ Using construction equipment with effective noise-suppression devices whenever feasible. ▪ Using noise control measures, such as enclosures and noise barriers, as necessary to protect the public and achieve compliance with Metro's noise limits. ▪ Conducting all operations in a manner that will minimize, to the greatest extent practicable, disturbance to the public in areas adjacent to the construction activities and to occupants of nearby buildings.
NMM NOI-1	**Construction Noise Plan and Noise Monitoring Plan.** Metro shall require the Contractor to develop a construction noise control plan and a construction noise monitoring plan to minimize noise impacts. The construction noise plan shall include construction noise performance criteria. At a minimum, the performance criteria shall prohibit construction noise from exceeding the Federal Transit Administration (FTA) general assessment construction noise criteria of 80 A-weighted decibels (dBA) for nighttime work and 90 dBA for daytime work at residential properties or 100 dBA at commercial or industrial properties for daytime or nighttime work. These criteria shall be measured at the boundary of any occupied property where the noise is being received.

Source: CDM Smith/AECOM JV 2025.

10.0 AGENCY COORDINATION AND CONSULTATION

This section discusses consultation and coordination with officials with jurisdiction over Section 4(f) properties that could be affected by the Build Alternative and an overview of the public and agency review of the Section 4(f) evaluation.

For historic properties, FTA and Metro informed the officials with jurisdiction (California SHPO and Tribal Historic Preservation Office and consulting parties) of the intent to make a *de minimis* finding contingent on their concurrence with the Section 106 finding. The notification included a request for input or acknowledgement. No additional public notice beyond the standard Section 106 requirements is required. Section 106 coordination is discussed in **Appendix K**.

The Project would not result in the use of any parks, recreational areas, or wildlife and waterfowl refuges; therefore, consultation with the officials with jurisdiction over those resources is not required under Section 4(f).

11.0 PRELIMINARY SECTION 4(F) FINDING

Preliminary Section 4(f) determinations for each resource are shown in **Table 11.1**.

Table 11.1. Preliminary Section 4(f) Determinations[1]

Property Type	Property Name	Use Type	Preliminary Section 4(f) Determination	Including MSF Site 1	Including MSF Site 2	Including MSF Site 3	*De Minimis* Rationale
Historic Properties	National Chicano Moratorium March	Use through temporary occupancy	*De Minimis* Impact	*De Minimis* Impact	*De Minimis* Impact	*De Minimis* Impact	Demolition and construction activities within the historic district would have no adverse effect on the district's historical significance and listing in the NRHP
Historic Properties	Griffith STEAM Magnet Middle School	No Use	No Use	No Use	No Use	No Use	Not Applicable
Historic Properties	Golden Gate Theater	No Use	No Use	No Use	No Use	No Use	Not Applicable
Historic Properties	Vail Field Industrial Addition – historic district	Use through permanent incorporation and temporary occupancy	*De Minimis* Impact	*De Minimis* Impact	*De Minimis* Impact	*De Minimis* Impact	Demolition, construction activities, and the introduction of an aerial structure and other at-grade Build Alternative elements within the recommended eligible historic district would have no adverse effect on the district's historical significance and listing in the NRHP. The core of the historic district would remain intact with enough contributors (34 of the original 40) with characteristics to convey its historical significance.
Historic Properties	Pacific Metals Company building	MSF Sites 1 and 3: No Use MSF Site 2: Use through permanent incorporation and temporary occupancy	MSF Sites 1 and 3: No Use MSF Site 2: *De Minimis* Impact	No Use	*De Minimis* impact	No Use	Construction of the aerial supports within the property parking lot under MSF Site 2 would have no adverse effect on the Pacific Metals Company building's historical significance and eligibility for listing in the NRHP
Historic Properties	Goodyear Tire and Rubber Company Warehouse	No Use	No Use	No Use	No Use	No Use	Not Applicable

Property Type	Property Name	Use Type	Preliminary Section 4(f) Determination	Including MSF Site 1	Including MSF Site 2	Including MSF Site 3	*De Minimis* Rationale
Historic Properties	E.F. Hauserman Company	No Use	No Use	No Use	No Use	No Use	Not Applicable
Historic Properties	Greenwood Elementary School	No Use	No Use	No Use	No Use	No Use	Not Applicable
Historic Properties	South Montebello Irrigation District	No Use	No Use	No Use	No Use	No Use	Not Applicable
Historic Properties	William and Florence Kelly House ("Kelly House") - Spanish Colonial Revival-style single-family residence	No Use	No Use	No Use	No Use	No Use	Not Applicable
Parks and Recreational Areas	Belvedere Park Lake	No Use	No Use	No Use	No Use	No Use	Not Applicable
Parks and Recreational Areas	Atlantic Avenue Park	No Use	No Use	No Use	No Use	No Use	Not Applicable
Parks and Recreational Areas	Woods Avenue Park	No Use	No Use	No Use	No Use	No Use	Not Applicable
Parks and Recreational Areas	Chet Holifield Park and Community Center	No Use	No Use	No Use	No Use	No Use	Not Applicable
Parks and Recreational Areas	Rio Hondo Spreading Grounds and Multi-Use Trail	No Use	No Use	No Use	No Use	No Use	Not Applicable
Parks and Recreational Areas	San Gabriel River Spreading Grounds and Bike Multi-Use Trails	No Use	No Use	No Use	No Use	No Use	Not Applicable

Source: CDM Smith/ AECOM JV 2025.
Note:
[1] No use from permanent incorporation or temporary occupancy or a constructive use would occur under the Build Alternative.

12.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Matthew Egge	Planner	MS – Urban and Regional Planning, University of Southern California, 2011 BS – Urban Planning, University of California San Diego, 2009	10

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