Los Angeles County
Metropolitan Transportation Authority

Appendix H
Built-Environment Historical Resources

LA RIVER PATH

Metro

LA RIVER PATH

Contract AE47795000

FINAL

Built-Environment Historical Resources

Task 6.4.4

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

THE JACOBS ALTA TEAM

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Author resumes are presented in Attachment C.

DISCLAIMER

This report provides California Environmental Quality Act environmental analysis in support of the Draft Environmental Impact Report for the LA River Path Project.

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ACRONYMS AND ABBREVIATIONS

ACTA	Alameda Corridor Transportation Authority
API	Area of Potential Impact
ARG	Architectural Resources Group
AT&SF	Atchison, Topeka and Santa Fe Railway
BERD	Built-Environment Resources Directory
BOE	Bureau of Engineering (City of Los Angeles)
Caltrans	California Department of Transportation
CASP	Cornfield Arroyo Seco Specific Plan
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	*Code of Federal Regulations*
CHRIS	California Historical Resources Information System
CMD	Central Manufacturing District
CPA	Community Plan Area
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CRHR	California Register of Historical Resources
DOE	Determination of Eligibility
EIR	Environmental Impact Report
FoLAR	Friends of the LA River
HABS	Historic American Buildings Survey
HACLA	Housing Authority of the City of Los Angeles
HCS	Historic Context Statement
HPOZ	Historic Preservation Overlay Zone (City of Los Angeles)
HR	historical resource number
I-	Interstate highway route
LAAC	Los Angeles Administrative Code
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LADWP	Los Angeles Department of Water and Power
LA-HCM	City of Los Angeles Historic-Cultural Monument
LAJR	Los Angeles Junction Railway
LAMC	Los Angeles Municipal Code
LAPL	Los Angeles Public Library
LinkUS	Link Union Station

Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation and Monitoring and Reporting Program
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NPS	National Park Service
NRHP	National Register of Historic Places
O&M	operations and maintenance
OHP	Office of Historic Preservation (California)
PARC	Park, Arts, River & Connectivity
OHR	Office of Historic Resources (City of Los Angeles)
PRC	Public Resources Code (California)
ROW	right-of-way
RSA	resource study area
SCCIC	South Central Coastal Information Center
Sears	Sears, Roebuck & Company
Section 106	Section 106 of the National Historic Preservation Act of 1966
SHPO	State Historic Preservation Officer
SOI	Secretary of the Interior
SPRR	Southern Pacific Railroad
SR-	State Route (example: SR-110)
UP	Union Pacific Railroad
US-	US highway route (example: US-101)
USACE	US Army Corps of Engineers
USC	United States Code
WPA	Works Progress Administration

01

INTRODUCTION

Under the California Environmental Quality Act (CEQA), historical resources are considered part of the environment and therefore, LA River Path Project (Project) impacts to these resources must be analyzed. Pursuant to CEQA Guidelines Section 15064.5, a "historical resource" is defined as:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (CRHR)
- A resource included in a local register of historical resources, as defined in *Public Resources Code* (PRC) Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

1.1 Methodology

1.1.1 California Environmental Quality Act Threshold of Significance and Impact Criteria

The significance threshold used in this report to evaluate the Project's impacts associated with built-environment historical resources are based on the sample initial study questions set forth in Appendix G of the CEQA Guidelines but are modified to focus on the historic built environment. The assessment of unique and historical archaeological resources is set forth in a separate report in Appendix G, *Archaeological Resources*.

According to the CEQA Guidelines, a significant impact related to historical resources would occur if a project results in a "substantial adverse change in the significance of a historical resource" as defined by CEQA Guidelines Section 15064.5(a). *Substantial adverse change* is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is *materially impaired* when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that:

- Convey its historical significance, and that justify its inclusion in, or eligibility for inclusion in, the California Register, or
- Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant, or
- Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

1.1.2 Approach to California Environmental Quality Act Analysis

To analyze Proposed Project impacts to built-environment historical resources as defined by CEQA, a series of steps were completed. These steps included the delineation of a larger historical resource study area and more constrained Area of Potential Impact (API); records search and literature reviews of existing documentation relating to historical resources in and around the Proposed Project area; field survey of the API; site-specific research of select properties identified through fieldwork; and determining levels of documentation for previously identified and newly identified historical resources.

1.1.2.1 Delineation of Areas of Study

To identify and analyze impacts to built-environment historical resources, two areas of study have been delineated: a 0.25-mile radius historical resource study area (RSA), and a 300-foot radius API. Both the RSA and API are based on the Project footprint, which is defined as the combined footprint (both temporary and permanent) for the Proposed Project and its options, Option 1, and Option 2, including all associated access points and design variations, plus the construction staging areas.

The RSA for built-environment historical resources extends 0.25 mile outward from the Project footprint. The purpose of this extent is to develop a broad understanding of the Project's existing and historical setting, including the various communities through which the Project passes. The RSA was used to conduct a records search and literature review, and to draft a historical context. The API extends 300 feet outward from the Project footprint,[1] and is considered the extent within which potential impacts—both direct and indirect—may reasonably be expected to occur. As such, the API defines the area within which fieldwork has been conducted, historical resources have been identified, and Project impacts have been analyzed. The Project API contains approximately 1,000 parcels. A map illustrating the Project footprint with the 0.25-mile radius study area and 300-foot radius API is shown on Figure 1-1.

[1] The Proposed Project includes 12 potential staging areas, all of which are included in the API. For those staging areas that are noncontiguous with the rest of the Proposed Project footprint, the API does not include a 300-foot buffer around those sites.

Figure 1-1. Built-Environment Historical Resources Study Area and Area of Potential Impact Map

1.1.2.2 Records Search and Literature Review

Records Search

This impact analysis includes a detailed review of existing documentation relating to previously identified historical resources in the RSA. As part of this process, a cultural resources records search through the South Central Coastal Information Center (SCCIC) at California State University Fullerton, was conducted in December 2019. This records search is a review of all available cultural resource surveys and site records for the RSA, including the California Historical Resources Information System (CHRIS), which compiles data on properties listed in and determined eligible for listing in the NRHP, listed in and determined eligible for listing in the CRHR, California Historical Landmarks, California Points of Historical Interest, the California Historical Resources Inventory, as well as properties that have been evaluated through historical resources surveys and other planning activities.

The following sources of information were reviewed as part of this impact analysis report:[2]

- National Register of Historic Places (NRHP) Digital Archive
- Built-Environment Resources Directory (BERD)
- CHRIS
- California Department of Transportation (Caltrans) historical bridge inventories
- City of Los Angeles Historic-Cultural Monument (LA-HCM) List (May 5, 2021)
- City of Los Angeles Historic Preservation Overlay Zone (HPOZ) program
- Los Angeles Historic Resources Inventory (HPLA)

SurveyLA

SurveyLA is the City of Los Angeles' citywide historical resources survey, which identified and documented potentially significant historical resources representing important themes in the history of Los Angeles.

SurveyLA field surveys were conducted from 2010 to 2017 by Community Plan Area (CPA). The part of the Proposed Project API that lies within the City of Los Angeles includes portions of four CPAs surveyed by SurveyLA:

- Boyle Heights CPA (December 2014)
- Central City North CPA (September 2016)
- Northeast Los Angeles CPA (February 2017)
- Silver Lake–Echo Park–Elysian Valley CPA (May 2014)

[2] In May 2021, the City of Los Angeles' Office of Historic Resources provided a GIS shapefile which compiled the most current available data for designated, previously evaluated, and surveyed properties within the study area, for use in conducting this impact analysis. This compiled data includes Historic-Cultural Monuments; Historic Preservation Overlay Zones; SurveyLA, Redevelopment Project Area and Specific Plan Area surveys; and the Built Environment Resources Directory.

Resources identified through SurveyLA are not designated resources. However, in practice, SurveyLA evaluations are taken into account by the Office of Historic Resources (OHR) in its implementation of CEQA. Consistent with this practice, for the purpose of this report, resources identified through SurveyLA are treated as historical resources under CEQA. The term "historical resources" will be used for properties that:

- Have been identified by SurveyLA as appearing eligible for local designation as an LA-HCM or as a contributor to a potential HPOZ,
- Appear eligible for listing in the CRHR, and/or
- Appearing eligible for listing in the NRHP. Intensive-level research and documentation of these properties was not conducted as part of this analysis.

Community Redevelopment Area and Specific Plan Area Surveys

SurveyLA did not re-survey areas already surveyed by Community Redevelopment Agencies. The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) was established in 1948 to revitalize economically underserved areas within the City of Los Angeles by increasing the supply of low-income housing, providing infrastructure for commercial and industrial development, and creating employment opportunities.[3] To carry out these goals, CRA/LA adopted comprehensive plans for each Redevelopment Project Area. Some areas also included a historical resources survey that documented historical resources within the Redevelopment Project Area. Similarly, the City of Los Angeles contains a number of Specific Plan Areas. Like Redevelopment Project Areas, some Specific Plan Areas included a historical resources survey that documented historical resources within the Specific Plan Area. Although these CRA/LA and Specific Plan Area surveys were done independent of the City's SurveyLA effort, some of the more recent surveys used the same or similar methodologies and technology as was used in SurveyLA.

At the start of Los Angeles' citywide survey project in 2010, it was determined that SurveyLA would not re-survey Redevelopment Project Areas or Specific Plan Areas that had been recently or would soon be surveyed using approaches approximating those of SurveyLA. As such, it is necessary to consult these additional surveys in order to supplement the findings of SurveyLA. The part of the Proposed Project API that lies within the City of Los Angeles includes portions of three other survey areas:

- Adelante Eastside Redevelopment Area (July 2008)
- Cornfield Arroyo Seco Specific Plan Area (June 2011)
- Northeast LA River Revitalization Area (June 2012)

As with SurveyLA, resources identified through recent CRA/LA of Specific Plan Area surveys are not designated resources, but in practice are presumed to be historical resources for purposes of CEQA. Consistent with this practice, resources identified through these surveys are treated here as historical resources under CEQA. Intensive-level research and documentation of these properties was not conducted as part of this analysis.

[3] As of November 11, 2019, jurisdiction over review of properties located within Redevelopment Project Areas was transferred to the Department of City Planning.

Literature Review

In addition to conducting a records search for the Proposed Project API, this impact analysis includes an extensive literature review of the larger study area. This literature review was conducted to develop a broad understanding of the Proposed Project area and its surrounding communities. Specifically, this literature review informed the development of the historical context, which in turn provides a framework within which to identify and evaluate additional potential historical resources within the Proposed Project API in the Cities of Los Angeles, Vernon, Maywood, and Bell.

The following additional sources were consulted as part of this impact analysis report:

- Municipal Codes and General Plans (City of Los Angeles, City of Vernon, City of Maywood, City of Bell, Los Angeles County)
- Relevant Los Angeles Community Plans
- Relevant Los Angeles CPA survey reports
- Los Angeles Citywide Historic Context Statement (HCS) (SurveyLA)
- LA-HCM files
- Various LA River project documents and associated environmental reviews
- Various LA River bridge project documents and associated environmental reviews
- Published local histories related to the development of the LA River channel, LA River bridges, and surrounding communities (including the City of Vernon)[4]
- Various online library collections, archives, and other repositories
- Historical periodicals, maps, and photographs
- Selected property-specific research (tax assessor rolls, Sanborn fire insurance maps, city directories, building permits)

1.1.2.3 Fieldwork and Documentation

As part of this impact analysis, a field survey was conducted of the Proposed Project API, along with documentation of all properties which were found to qualify as historical resources as defined by CEQA. Field survey of the approximately 1,000 parcels that comprise the API was conducted over 2 days, June 15 and 17, 2021. All parcels within the API were observed from the public right-of-way (ROW) to confirm the presence of previously identified historical resources, and to identify and document any additional properties that appear to meet criteria for listing in the CRHR-and thus would be considered historical resources under CEQA. Field survey efforts were focused on developed parcels, meaning those with extant buildings or structures.

[4] As the Proposed Project API includes just two parcels that are partially within the boundary of the City of Maywood, and just two parcels in the City of Bell, the historic context developed for this report does not include a theme for these cities.

Undeveloped or otherwise vacant parcels were screened from further consideration as historical resources under CEQA. Such parcels include:

- LA River channel parcels (from top-of-bank to top-of-bank)[5]
- Railroad ROW
- Transmission line corridor parcels
- Parcels with a "0" date of construction (according to the Los Angeles County tax assessor)
- Any other visibly vacant parcels

Consistent with the field methodology used for SurveyLA, parcels with a post-1980 date of construction (according to the Los Angeles County tax assessor) were also screened from further consideration as historical resources under CEQA, unless observation in the field suggested a property might be of exceptional importance.

Previously identified historical resources were observed in the field to confirm their current status but were not reevaluated. Because the City of Los Angeles completed SurveyLA—and the Cities of Vernon, Maywood, and Bell do not have a previous historical resources survey—all of the previously identified historical resources in the API are within the City of Los Angeles. These resources are documented in Section 3.3.1. All other developed parcels were observed in the field to determine if they appeared potentially historically significant under one of the four themes that comprise the historical context developed for this Proposed Project,[6] and retain sufficient integrity to be eligible for listing in the CRHR.

For properties which appeared potentially significant in the field, property-specific research was conducted to establish significance, including date of construction, original use, original owner/occupant, architect, and alterations over time. Because there are no previous historical resources surveys in the City of Vernon, all resources in the Vernon portion of the API have been newly identified through the current process. These resources are evaluated and documented in Section 3.3.2. Resources in the City of Los Angeles were also evaluated for their eligibility for local designation as an LA-HCM. Because the City of Vernon does not have a historical preservation program, resources in this city were not evaluated for local eligibility. No historical resources were identified in the cities of Maywood or Bell.

5 The LA River Channel was determined eligible for the NRHP as a district in September 2019, and thus is a historical resource under CEQA. All channel parcels from top-of-bank to top-of-bank are considered to be part of this NRHP-eligible district.

6 The historic context developed for the Proposed Project appears in Section 3.2.2.

02

PROJECT DESCRIPTION

The Proposed Project description provided in this chapter is an abbreviated version of the description provided in the Proposed Project's Draft Environmental Impact Report (EIR). This shortened Proposed Project description includes information specific to the Proposed Project's alignments, path types, access points, connectors, river crossings, path elements, and design variations. The Draft EIR provides a comprehensive description of the Proposed Project, including an overview and history, anticipated construction and implementation, and future operations and maintenance (O&M). Unless otherwise noted, the Proposed Project description applies to the Proposed Project and its options, Option 1 and Option 2.

2.1 Proposed Project Overview

The Proposed Project is a pedestrian and bicycling path regionally located in the center of Los Angeles County, California. Following an approximately 8-mile stretch of the LA River, the Proposed Project connects Elysian Valley in the City of Los Angeles with the Cities of Vernon and Maywood, providing access to Downtown Los Angeles. The Proposed Project also travels through Bandini Islands, an unincorporated area of Los Angeles County. Proposed staging areas for Proposed Project construction are in the Cities of Los Angeles, Vernon, and Bell.

Regional access to the Proposed Project would be provided by existing transportation infrastructure, such as Metrolink and multiple highways. The northern terminus of the Proposed Project would connect at the existing LA River Greenway Trail, owned and maintained by the City of Los Angeles, near Egret Park. The southern terminus would connect at the existing LA River Trail, which is owned and maintained by the Los Angeles County Department of Public Works near Atlantic Boulevard in the City of Vernon. Designed for all abilities and ages, the Proposed Project would provide access to Downtown Los Angeles and connectivity among the surrounding communities of Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, the Arts District, Little Tokyo, the Industrial District, Boyle Heights, East Los Angeles, and the Cities of Vernon and Maywood.

2.1.1 Identification of Proposed Project and Options

Three alignment alternatives were introduced to the public during the Proposed Project's scoping period: Alternative A, Alternative B, and Alternative C. From these three scoping alternatives, Metro identified the Proposed Project and two options to the Proposed Project, Option 1, and Option 2. The identification of a Proposed Project and its two options did not alter the general description and location of the alternatives originally introduced to the public in the Notice of Preparation.

The Proposed Project and its options are discussed more fully in Section 2.2, *Proposed Project and Options*. Generally, the Proposed Project and its options share the following four similarities:

- **Start and end on the west bank.** The Proposed Project and its options allow a connection between the southern terminus of the existing LA River Greenway Trail at the gap's northern end and the northern terminus of the existing LA River Trail at the gap's southern end.

- **Redondo Junction alignments.** At Redondo Junction, a highly constrained area, all alignments are situated on the west bank at the north and the east bank at the south. These alignments allow a transition between banks that avoids impacts on existing infrastructure, achieves acceptable path grades, and uses public ROW opportunities.
- **Los Angeles Union Station (Union Station) access.** The Proposed Project and its options would access Union Station on the west bank.
- **Sixth Street connection.** The Proposed Project and its options would connect to the Sixth Street Tunnel on the west bank to facilitate future access to the Sixth Street Park, Arts, River, and Connectivity Improvements (PARC) Project.

2.2 Proposed Project and Options

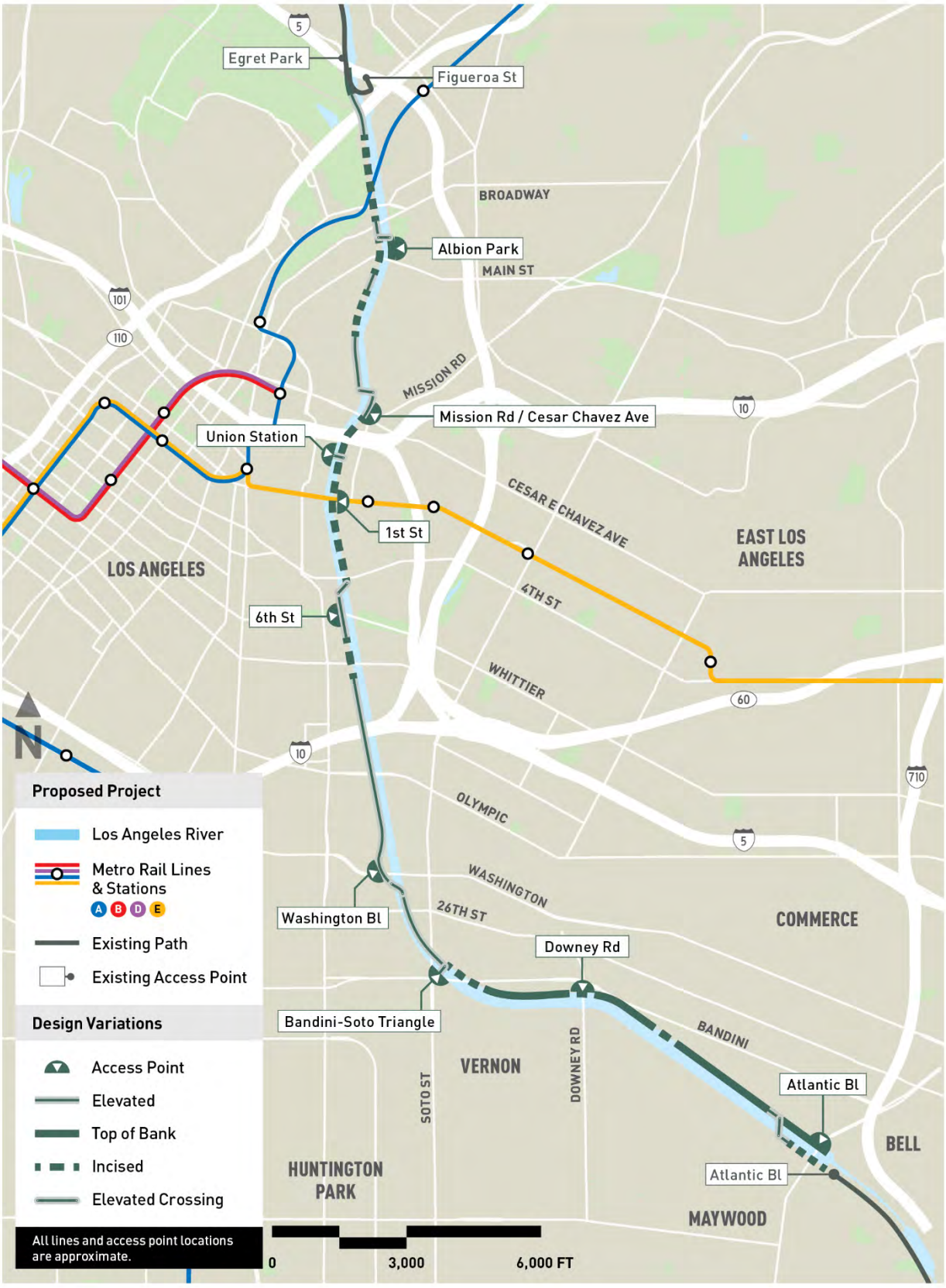
This section generally describes the components of the Proposed Project and its two options, Option 1 and Option 2, as well as design variations for each. Descriptions of Proposed Project components generally are described from north to south, which is also the direction of flow in the LA River. The options are described based on changes to the Proposed Project. The Proposed Project and its options are located along the LA River and vary in their combination of Proposed Project components as follows:

- Path types
- River crossings
- Connectors
- Ancillary path elements
- Access points
- Design variations

2.2.1 Proposed Project

Spanning approximately 9.6 miles, the Proposed Project includes seven river crossings and nine access points: four on the west bank and five on the east bank on the river. Additionally, the Proposed Project includes improvements to the existing access point on the west bank of the river at Atlantic Boulevard in the City of Vernon. The Proposed Project would serve four Metro stations: Union Station, Chinatown Station, Pico/Aliso Station, and Washington Station. Detailed discussions of the Proposed Project's components are provided in the following sections.

Figure 2-1. Proposed Project Alignment



2.2.1.1 Proposed Project Alignment

This description of the Proposed Project alignment is presented from north to south as if traveling along the path as illustrated on Figure 2-1 above.

Starting north on the west bank of the LA River where the LA River Greenway Trail ends, the Proposed Project would run atop the bank and pass beneath the existing Interstate (I-)5 Viaduct and Riverside Drive Viaduct. Then, the Proposed Project would transition to an elevated configuration, crossing over the Metrolink LA River–Downey Bridge and moving under the State Route (SR-)110 Bridge. After passing under SR-110, the Proposed Project would transition to an incised configuration along the west bank, allowing it to go under the Metro A Line LA River Bridge. The path would mainly remain in an incised configuration from the North Spring Street Viaduct to the Mission Junction where it would cross both Metrolink railroad bridges with a new elevated crossing from the west bank, connecting to Albion Park on the east bank, between North Spring Street and North Main Street. South of Mission Junction, the Proposed Project would again transition to an elevated configuration to cross the LA River from the west bank to the east bank between the Metrolink Mission Junction Railroad Bridge South and Cesar E Chavez Avenue Viaduct.

Approximately 800 feet north of the Cesar E Chavez Avenue Viaduct, the Proposed Project would cross to the east bank of the river where it would run in an incised configuration, allowing it to pass under the Cesar E Chavez Avenue Viaduct, El Monte Busway Bridge, and US Highway Route (US-)101 LA River Bridge. The Proposed Project would then transition to an elevated configuration to avoid a transmission tower and provide an opportunity to connect to Union Station across the river on the west bank.

If the Link Union Station (LinkUS) project (proposed transit improvements at Union Station) does not proceed with its proposed demolition of the Kahn-Beck Co./Friedman Bag Co. Building, located at 801 E Commercial St/600 Center St, Los Angeles, the Proposed Project would also refrain from demolishing this built-environment historical resource. In the absence of the building's demolition by the LinkUS project, the Proposed Project's planned connector to the Union Station access point would not be implemented.

South of the connector and the transmission tower along the west bank, the path would transition back to an incised configuration. The path would travel under the First Street Viaduct and Fourth Street Viaduct. The Proposed Project would then transition to an elevated configuration to cross the LA River from the east bank to the west bank between the Fourth Street Viaduct and the Sixth Street Viaduct.

The Proposed Project would remain elevated to travel under the Sixth Street Viaduct and then transition to an incised configuration to go under the Seventh Street Viaduct. The path would transition to an elevated configuration to go under the I-10 Santa Monica Viaduct and Olympic Boulevard Viaduct. Continuing in an elevated configuration, the path would go over the UP LA River Bridge and Washington Boulevard Bridge. The path would then immediately travel beneath the Redondo Junction Grade Separation and begin to cross the LA River from the west bank to the east bank.

After the Proposed Project crosses over the river, the path would continue south in an elevated configuration on the east bank, crossing over the BNSF Railway LA River Bridge, 26th Street Bridge, and Soto Street Bridge. The Proposed Project would continue south in an elevated configuration until the approach to Bandini Boulevard Bridge. The path between Bandini Boulevard and Atlantic Boulevard would use a combination of incised and top-of-bank path types to go under the Bandini Boulevard Bridge, the Downey Road Bridge, and two BNSF Railway bridges, one at

Downey Road and the other at District Boulevard. Just north of Atlantic Boulevard, the Proposed Project would cross over the LA River from the east bank to the west bank.

The alignment would then turn south to go under the Atlantic Boulevard Bridge in an incised configuration on the west bank and tie into the existing LA River Trail in the City of Vernon.

2.2.1.2 Proposed Project Permanent Footprint

The permanent footprint extends to the limits of permanent infrastructure associated with the Proposed Project. The permanent footprint comprises areas planned for required ROW and construction of the Proposed Project components including path types, river crossings, connectors, ancillary path elements, access points, and design variations. Design variations are discussed in Section 2.2.1.8. O&M of the Proposed Project is anticipated along the permanent footprint.

Figures 2-2 through 2-4 show the Proposed Project footprint map, including design variations and the temporary construction footprint, in three segments from north to south. The temporary footprint comprises the additional areas required for construction access and staging.

Figure 2-2. Proposed Project Footprint, Segment 1 of 3

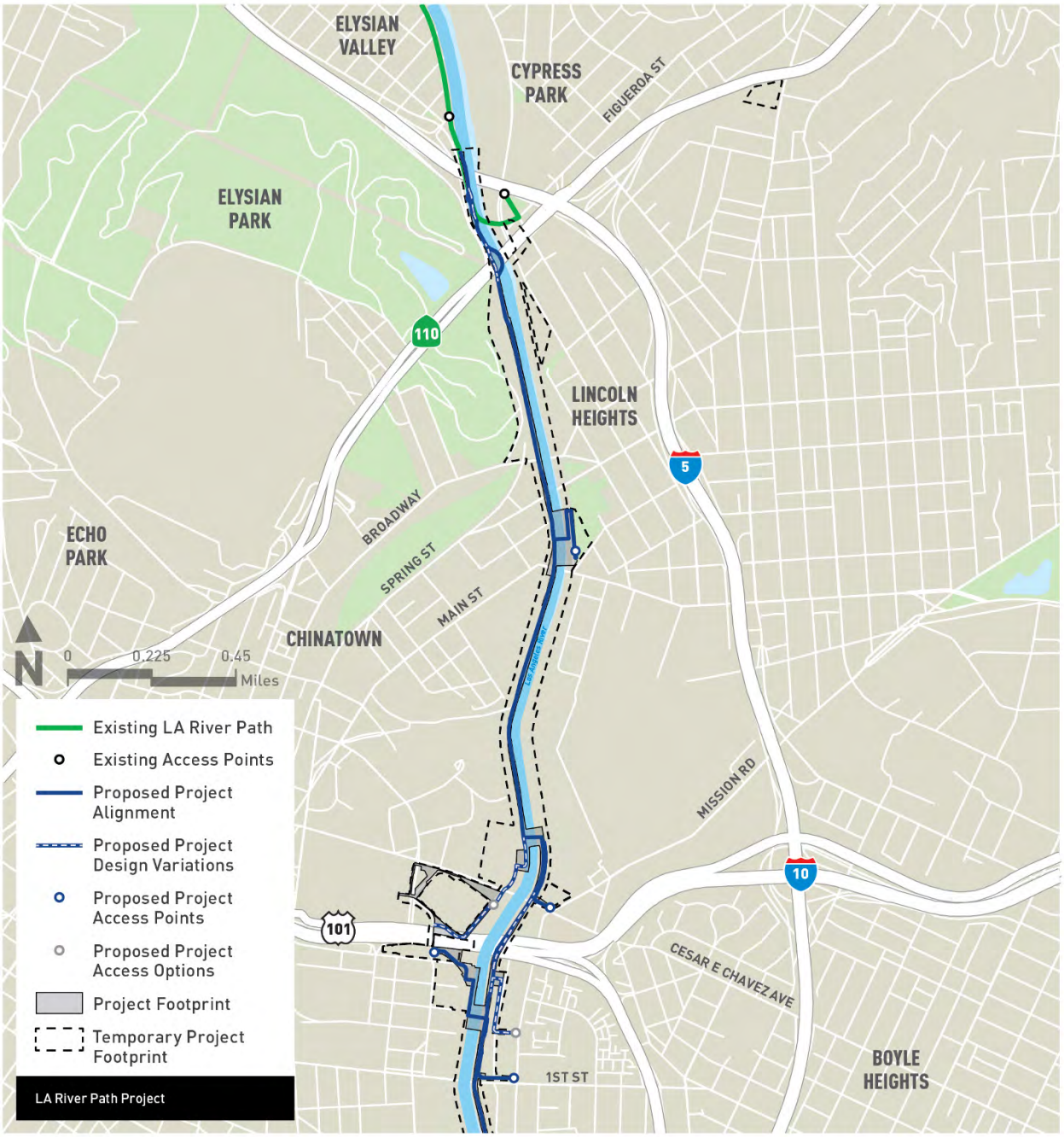


Figure 2-3. Proposed Project Footprint, Segment 2 of 3

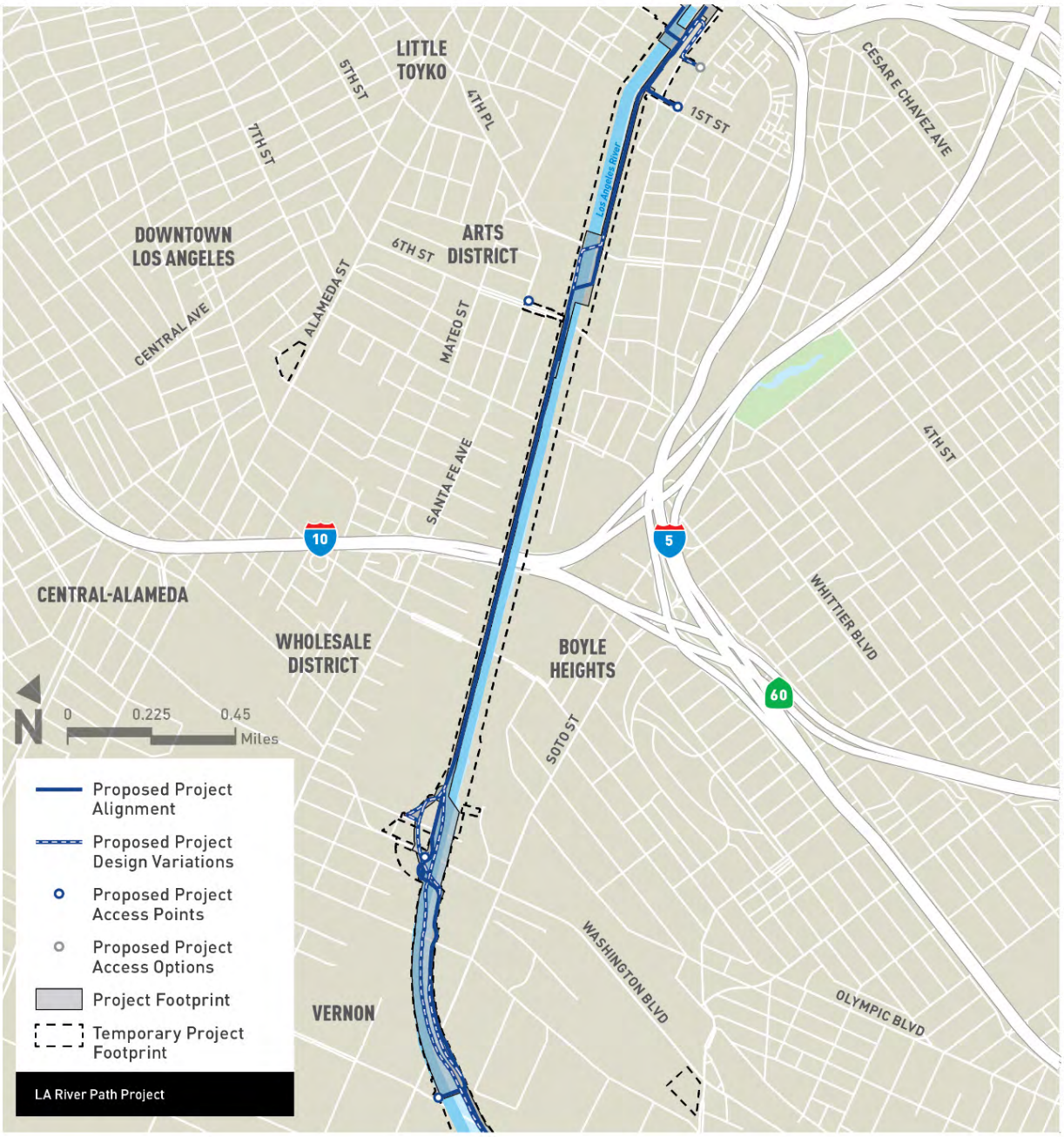
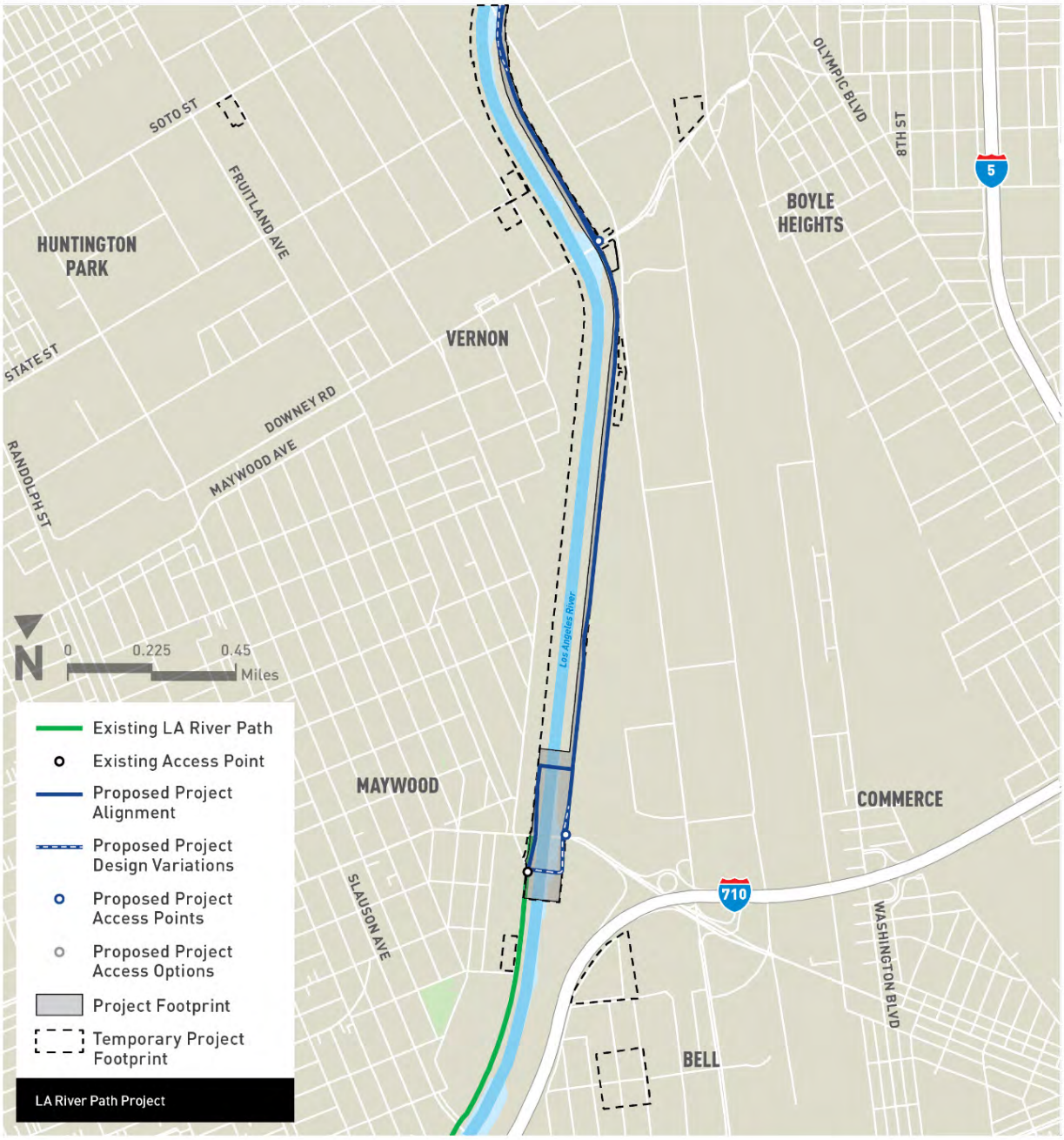


Figure 2-4. Proposed Project Footprint, Segment 3 of 3



2.2.1.3 Proposed Project Access Points

Access points would serve as entrances to the Proposed Project for the communities surrounding it. The size and features of access point areas would vary depending on community needs, path user demand, available space, and the surrounding environment.

Access points would be located along and adjacent to both sides of the river to connect the path with existing and proposed future on-street bicycle, transit, and walking networks, including Union Station and Metro's A Line station. Table 2-1 lists the configuration and location of each access point for the Proposed Project from north to south.

Table 2-1. Proposed Project Access Points

Access Point	Bank	Connector Description
Albion Park	East	Single elevated bridge over the LA River to elevated bridge over railroad tracks with ramp connecting to Albion Park
Mission Road/Cesar E Chavez Avenue	East	Single elevated ramp crossing over railroad tracks to connect to the northwest corner of Mission Road and Cesar E Chavez Avenue intersection at the back of sidewalk
Union Station	West	Single elevated bridge over the LA River and railroad tracks and landing at the northeast corner of Center Street and Commercial Street underneath the future Link US viaduct
First Street	East	Single elevated ramp that parallels the path and then travels over the railroad tracks and Myers Street to connect at-grade to the back of sidewalk at the northwest corner of Mission Road and First Street intersection
Sixth Street	West	Single incised ramp connecting down to the south side of the Sixth Street Tunnel with future access to the Sixth Street PARC Project
Washington Boulevard	West	Single hook ramp connecting down to the south side of Washington Boulevard
Bandini-Soto Triangle	West	Single elevated bridge over the LA River connecting at-grade to Bandini Boulevard Bridge at the back of sidewalk adjacent to the commercial plaza known as the "Bandini-Soto Triangle"
Downey Road	East	Single at-grade connection to the back of sidewalk on the northwest side of Downey Road
Atlantic Boulevard	East	Single at-grade connection to the northwest side of Atlantic Boulevard at the back of sidewalk
Atlantic Boulevard (Existing)	West	Improvements to an existing access point in the City of Vernon

2.2.1.4 Proposed Project Path Types

The Proposed Project study area's varied physical setting is highly constrained. Establishing a path that navigates this setting while satisfying Proposed Project objectives requires several path types to accommodate varied conditions, such as elevated, top-of-bank, and incised. The following descriptions elaborate on where and how these path types can be used. The Proposed Project includes 46% elevated, 28% top-of-bank, and 26% incised path types, which are described in the following subsections.

Elevated

An elevated path type is supported by piers and foundations, which can be placed along the top-of-bank or in the river channel. The maximum heights for elevated paths and crossing structures are 30 and 60 feet above grade of the supporting piers or columns, respectively. Two elevated path types are possible:

- **Elevated top-of-bank:** An elevated path with piers and foundations at the top-of-bank facilitates ramping and crossing over roadways, railways, and other at-grade obstacles. This path type is located above the high-water surface elevation in the river channel, which allows the path to remain open year-round. Refer to Figure 2-5 for an example cross section of an elevated top-of-bank path type.

- **Elevated in-channel:** An elevated path with piers and foundations in the river channel facilitates connecting to and crossing over existing bridges, passing underneath existing bridges, and navigating other at-grade obstacles, particularly where an elevated top-of-bank path type is not feasible. Refer to Figure 2-6 for an example cross section of an elevated in-channel path type.

Whether at the top-of-bank or in-channel, the elevated path type may provide opportunities for ancillary path elements, such as lighting, shade structures, and amenities. Lighting and shade structures can potentially be integrated directly into the elevated path, whereas amenities, such as seating, would require the path deck to be widened to provide adequate space. Landscaping is not planned to be integrated into an elevated path type.

Figure 2-5. Example Cross Section of an Elevated Top-of-bank Path Type

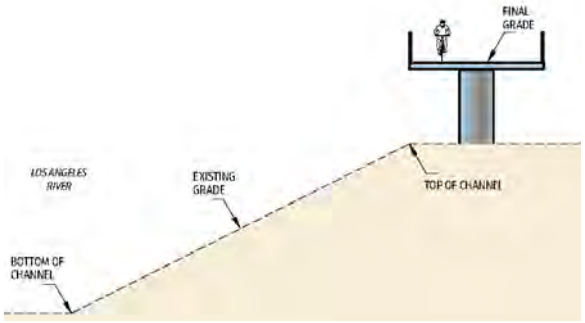
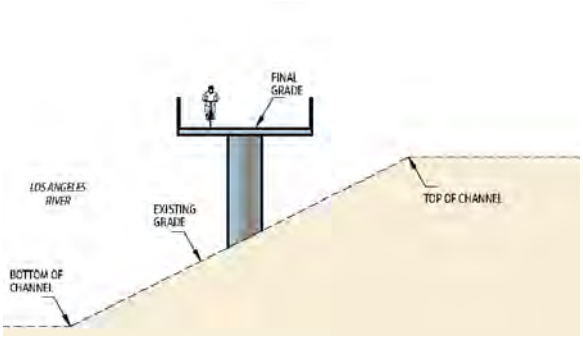


Figure 2-6. Example Cross Section of an Elevated In-channel Path Type



Top-of-bank

A top-of-bank path type is located at the top of the channel wall and uses available space on the ground. Two top-of-bank path types are possible:

- **At-grade top-of-bank:** Representing the simplest and most cost-effective construction, this type is feasible only in select locations where rail lines and utilities are not present or are set back from the channel at a sufficient distance to allow room for the path. Because it is not in the river channel, a top-of-bank path type can likely be open year-round. This path type also provides the greatest potential opportunity for ancillary path elements, such as lighting, shade structures, landscaping, and amenities. In select locations with available adjacent space, seating and trees may be possible. Refer to Figure 2-7 for an example cross section of an at-grade top-of-bank path type.
- **Cantilevered top-of-bank:** A cantilevered path type uses a structure that is supported behind the top-of-bank river channel wall and extends over the channel without supports in the channel. This path type may be used where some space is available at the top-of-bank, but less than enough needed for a full-width path. For long stretches of path where adjacent railroad setbacks limit space, a cantilevered path could be an option to route the path at or above the existing top-of-bank elevation, which would allow the path to be open year-round. A cantilevered path type provides potential opportunities for ancillary path elements, such as lighting, shade structures, and amenities. Lighting and shade structures potentially can be integrated directly into the path structure, whereas amenities, such as seating, would require the cantilevered structure to be extended to provide adequate space. In some locations where space is available, limited landscaping may be possible. Refer to Figure 2-8 for an example cross section of a cantilevered top-of-bank path type.

Figure 2-7. Example Cross Section of an At-grade Top-of-bank Path Type

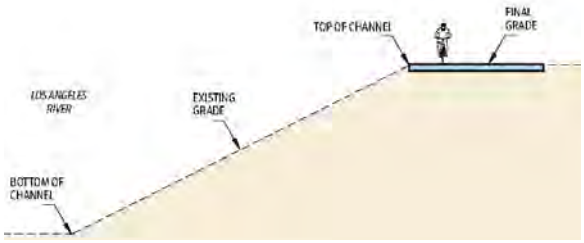
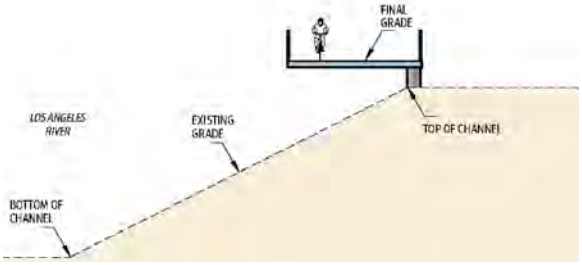


Figure 2-8. Example Cross Section of a Cantilevered Top-of-bank Path Type



Incised

An incised path type involves building the path into the channel lining. This path type is used when space is not available at the top-of-bank. It is sometimes positioned closer to the top of the river channel, and other times closer to the bottom of the channel, depending on the site-specific constraints the path must navigate. The following three variants of the top-of-bank path type are possible:

- **Incised high:** The path would be positioned above the existing grade of the sloped river channel. Incised high would typically be placed on fill. It would require a protective railing. Refer to Figure 2-9 for an example cross section of an incised high path type.
- **Incised mid:** The path grade would be positioned partially below the existing grade of the sloped river channel. Incised mid path would typically use fill and cut with a small curb. Refer to Figure 2-10 for an example cross section of an incised mid path type.
- **Incised low:** The path would be positioned predominantly below the existing grade of the sloped river channel. Incised low would typically involve cutting into the channel slope and require a large retaining wall. Refer to Figure 2-11 for an example cross section of an incised low path type.

Because an incised path is in the channel, it would require removing and reconstructing portions of the channel wall. During Proposed Project operation, channel flow conditions may cause the river's water surface elevation to rise above the pathway, resulting in seasonal flooding of the path and path closures. This path type is similar to other incised paths already used extensively at bridge undercrossings along the existing paths to the north and south of the Proposed Project.

An incised path provides potential opportunities for ancillary path elements such as lighting and shade structures; however, opportunities for other amenities are limited because of restrictions on what can be placed in the river channel that might impair water flow. Lighting would need to be supported at the top-of-bank or on the underside of existing structures. Shade structures and other vertical amenities such as railings would be feasible only if designed to be compatible with seasonal high-water flows. Terraced seat walls could be integrated into the reconstructed channel wall. Landscaping and most other path elements would not be feasible due to potential seasonal flooding and other flood control requirements.

Figure 2-9. Example Cross Section of an Incised High Path Type

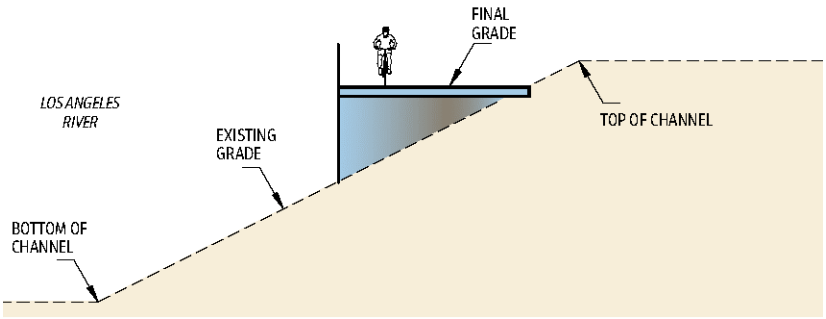


Figure 2-10. Example Cross Section of an Incised Mid Path Type

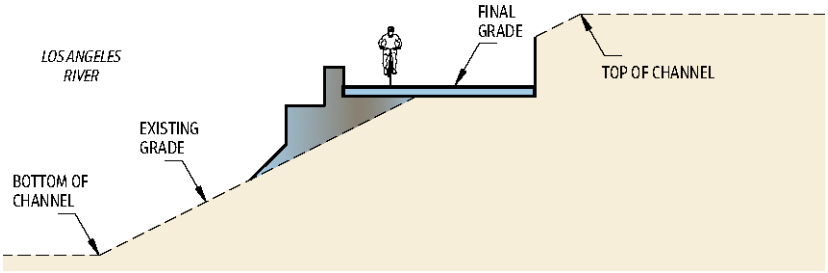
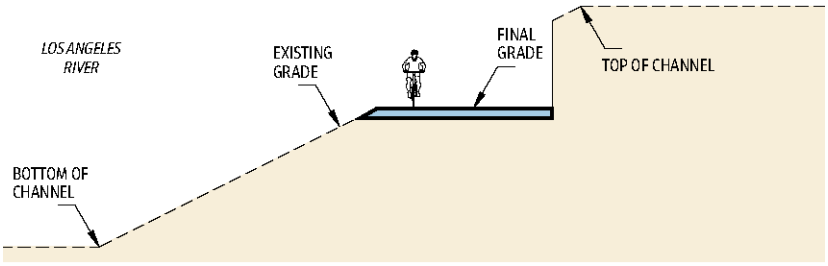


Figure 2-11. Example Cross Section of an Incised Low Path Type



2.2.1.5 Proposed Project River Crossings

The Proposed Project is anticipated to include several river crossings along the path. River crossings allow the path to navigate site constraints, and they provide the following benefits:

- **Constructability:** River crossings allow the path to cross banks to avoid locations with significant constraints along the top-of-bank and channel walls.
- **Access and equity:** River crossings enable users to access the path on both riverbanks.
- **Safety and mobility:** River crossings allow the path to better connect with the existing and planned low-stress bicycle and pedestrian network and allow users to safely cross the LA River.

Hydraulic and structural challenges must be addressed for crossings. The channel width at the top-of-bank ranges from 200 feet to 500 feet. River-crossing structures spanning this distance would require piers in the channel or custom long-span bridge designs. The ability to put piers in the channel is based on hydraulic conditions. Where the presence of piers in the channel would result in unacceptable impacts to hydraulic conditions and flood protection levels, a custom long-span bridge would be considered.

2.2.1.6 Proposed Project Connectors

Connectors along the Proposed Project would link the main path alignment to access points typically located at street level. Connectors would be structures (such as elevated paths or ramps) for path users to traverse physical constraints (such as railroad tracks) to connect with access points.

2.2.1.7 Proposed Project Ancillary Path Elements

To provide comfort, safety, security, and an enjoyable user experience, the Proposed Project would include pathway striping; lighting; drought-tolerant and low-maintenance landscaping/vegetation; protective railings and bollards; and signage providing informational, educational, and wayfinding information. Gates will be installed at the access points for path closure during storm events.

Additional potential ancillary path elements may be added, such as seating, drinking fountains, restroom facilities, public art, bicycle fix-it stations, and shade structures. For the purposes of the Draft EIR, it is assumed that four restrooms would be provided near Proposed Project access points.

Innovative path elements that may be considered for incorporation into the Proposed Project include pedestrian and bicycle counters; technology integration (use of technology resources to support the path and its users) or other devices; educational/interpretive signage; and utilities integration (connection of existing and new utilities, such as solar-based technologies, to support path infrastructure).

The locations and types of ancillary path elements considered feasible for implementation vary based on path type and access point details. Specific ancillary path elements would be determined or detailed as design development advances.

2.2.1.8 Proposed Project Design Variations

The Proposed Project's unique nature allows for multiple design variations to be considered to address constraints and challenges within the study area. At specific locations, multiple variations have been identified, which are referred to as "design variations." Design variations include path connections to rail service at Union Station. Table 2-2 summarizes design variances for the Proposed Project.

Table 2-2. Proposed Project Design Variations

Design Variation	Bank	Configuration
Riverside Drive	West	Cantilever along the west bank from the existing path to under the Riverside Drive Bridge.
Arroyo Seco Parkway (SR-110)	West	Single elevated top-of-bank path starting north under SR-110 to just south of the freeway.
East Cesar E Chavez Avenue	West	Elevated path ramps up before crossing westward over railroad ROW at grade and continuing south again parallel to the railroad ROW. Path crosses underneath the East Cesar E Chavez Avenue Bridge and continues south to the optional access point at Union Station via Keller Street.
Union Station	West	Connection to Union Station is provided from the optional access point at Union Station via Keller Street through an on-street alignment along Keller Street, then connection with Ramirez Street to Union Station.
US Highway Route 101 LA River Bridge	East	Continues in an incised configuration underneath US Highway Route 101 LA River Bridge.
Kearney Street	East	Optional access point at Kearney Street is added via path traveling north up the east bank and crossing over to North Myers Street before turning left and continuing to optional access point at Kearney Street.
East Fourth Street	West	Elevated river crossing passes underneath the East Fourth Street Bridge before continuing south along the west bank in an elevated configuration.
East Washington Boulevard (In-Channel)	West	Path becomes elevated in-channel and continues south underneath the East Washington Boulevard Bridge, East 26th Street Bridge, and South Soto Street Bridge before crossing to the east bank and continuing south underneath Bandini Boulevard.
East Washington Boulevard (Triangular Helix)	West	Elevated path crosses westward under the Redondo Junction Grade Separation, ascends in a triangular helix configuration, and continues south, crossing over East Washington Boulevard and LA River from the west bank to the east bank.
South of Downey Road	East	Path continues south in an incised configuration.
South Atlantic Boulevard	North	Path continues splits north of the Atlantic Boulevard East access point, continuing south before becoming elevated to cross to the southern bank to end at the Atlantic Boulevard Existing Path access point.

2.2.2 Option 1

As discussed in Section 2.1.1, Metro identified two options to the Proposed Project. Option 1 retains most components of the Proposed Project, with some modifications. These modifications result in slightly longer route for Option 1, which would span approximately 10.1 miles. Option 1 would have the same path types as the Proposed Project (refer to Section 2.2.1.4) though with some changes in locations and compositions, with 56% elevated, 9% top-of-bank, and 35% incised path types. Option 1 would cross the river six times and would have 11 access points: six on the west bank and five on the east bank, including improvements to the existing Atlantic Boulevard access point in the City of Vernon. Like the Proposed Project, Option 1 would provide connections to the same three Metro stations, Union Station, Chinatown Station, and Washington Boulevard Station, with the addition of two Metro stations, Lincoln/Cypress Station and Little Tokyo/Arts District Station.

The following sections detail Option 1 changes in the alignment (including river crossing locations, path types, and footprint), access points, and design variations compared to the Proposed Project. Figure 2-12 shows the Option 1 alignment, path types, and access points.

Figure 2-12. Option 1 Alignment

2.2.2.1 Option 1 Alignment

This description of the Option 1 alignment is presented from north to south as if traveling along the path as illustrated on Figure 2-12, which highlights differences compared to the Proposed Project. Although largely similar to the Proposed Project, Option 1 differs from the Proposed Project primarily along the northern segments, where it is located on the opposite bank from the Proposed Project and has river crossings and access points at different locations.

Starting north on the west bank where the LA River Greenway Trail ends, Option 1 would be in a top-of-bank configuration to traverse beneath the I-5 Viaduct and Riverside Drive Viaduct. Option 1 would then traverse over the Metrolink LA River–Downey Bridge and under the SR-110 Bridge in an elevated configuration. After passing under SR-110, Option 1 would transition to an elevated configuration along the west bank then cross over the river to the east bank just north of the Metro A Line LA River Bridge. Compared to the Proposed Project, Option 1 would have a path alignment and design variations that include river crossings, path along the east bank, and access points to Ed P. Reyes Greenway on the east bank and Los Angeles State Historic Park on the west bank.

After crossing the river to land on the east bank, Option 1 would mainly be elevated as it passes the A Line and continues south. North of Broadway, the alignment would include an access point at the Ed P. Reyes Greenway and a river crossing to the west bank leading to the LA State Historic Park access point, which is not included in the Proposed Project. Option 1 continues south along the east bank to cross under the North Broadway Viaduct and North Spring Street Viaduct. Continuing in an elevated configuration, Option 1 would cross over the North Main Street Bridge and both Metrolink railroad bridges at Mission Junction. Compared to the Proposed Project, Option 1 would have a path alignment along the east bank between Main Street and Cesar E Chavez Avenue. Option 1 would remain in an elevated configuration to diagonally cross under the Cesar E Chavez Avenue Viaduct and cross over the river from the east bank to the west bank.

After landing on the west bank, Option 1 would continue south in a mostly elevated configuration to traverse under the US-101 LA River Bridge and First Street Viaduct. Compared to the Proposed Project, Option 1 includes an elevated in-channel alignment along the west bank north of First Street, and two access points that connect to the First Street Bridge. South of the First Street Viaduct, Option 1 would descend into an incised configuration to travel under the Fourth Street Viaduct and, unlike the Proposed Project, would then elevate to go over the Sixth Street Tunnel. The path would then transition to incised to go under the Seventh Street Bridge, I-10 Santa Monica Viaduct, and Olympic Boulevard Viaduct. Moving from incised to elevated as the path approaches Redondo Junction Grade Separation, Option 1 would cross over the UP LA River Bridge and Washington Boulevard Bridge. The elevated configuration would then travel beneath the Redondo Junction Grade Separation and begin to cross the LA River to the east bank.

Once Option 1 crosses over the river to the east bank, the path would continue south in an elevated configuration to cross over the existing BNSF Railway LA River Bridge, 26th Street Bridge, and Soto Street Bridge. Just southeast of the Soto Street Bridge, an elevated river crossing would connect to the Bandini-Soto Triangle access point on the west bank. South of the river crossing, Option 1 would continue on the east bank, transitioning to an incised configuration to cross under Bandini Boulevard. South of Bandini Boulevard Bridge, Option 1 would descend into a top-of-bank configuration. Option 1 would then change to a predominantly incised configuration between Downey Road and Atlantic Boulevard, allowing it to pass under the Downey Road Bridge and two BNSF Railway bridges at the Downey Road Bridge and at District Boulevard. By comparison, the Proposed Project in this area would be predominantly top-of-bank, descending into an incised alignment to cross under the BNSF Railway Bridge at District Boulevard. Just north of

Atlantic Boulevard, Option 1 would cross over the LA River from the east bank to the west bank and then tie into the existing LA River Trail in the City of Vernon.

Figures 2-13 through 2-15 are maps showing the footprint for Option 1, including design variations and the temporary construction footprint. These figures highlight the option's differences from the Proposed Project.

Figure 2-13. Option 1 Footprint, Segment 1 of 3

Figure 2-14. Option 1 Footprint, Segment 2 of 3

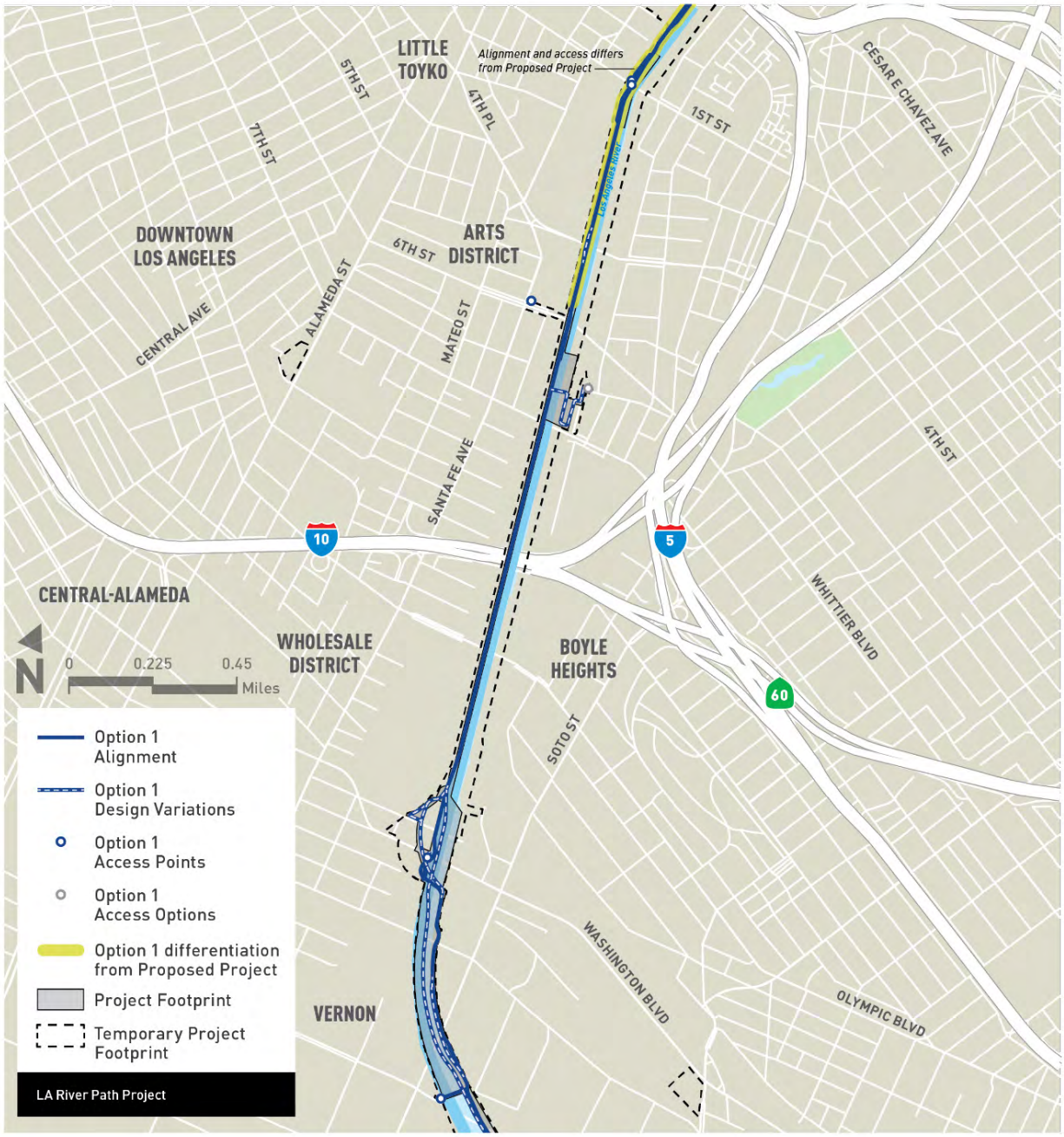
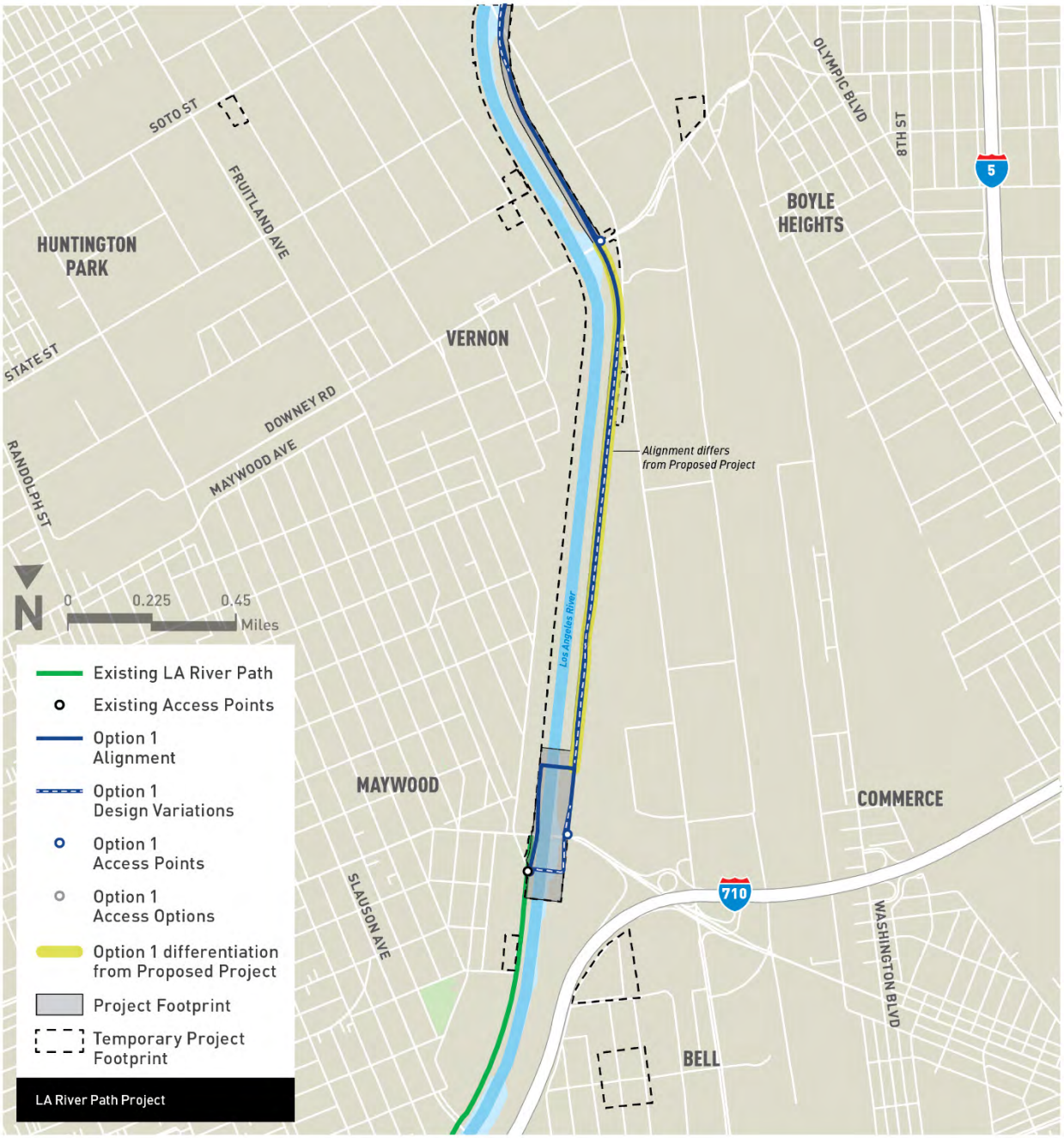


Figure 2-15. Option 1 Footprint, Segment 3 of 3



2.2.2.2 Option 1 Access Points

Table 2-3 lists the configuration and location of each potential access point for Option 1, from north to south. Option 1 would include the same access points as the Proposed Project, with modifications to two of them (Union Station and First Street) and would have two additional access points: Ed P. Reyes River Greenway and LA State Historic Park.

Table 2-3. Option 1 Access Points

Access Point	Bank	Connector Description	Common to Proposed Project
Ed P. Reyes River Greenway	East	Single elevated ramp over railroad tracks that parallels the path to the east and connects to the Ed P. Reyes River Greenway	No
LA State Historic Park	West	Single elevated bridge over the LA River and railroad tracks, and then ramps down under the North Broadway Viaduct and lands on the north side of the Baker Street south of the intersection of Aurora Street at northern driveway access to LA State Historic Park parking lot	No
Albion Park	East	Single elevated ramp over railroad tracks that would loop around the southern edge of Albion Park to land at the back of sidewalk at Albion Street	Yes
Mission Road/Cesar E Chavez Avenue	East	Single elevated ramp that parallels the path and crosses over railroad tracks to connect to the northwest corner of Mission Road and Cesar E Chavez Avenue intersection at the back of sidewalk	Yes
Union Station via Center Street	West	Single elevated ramp that parallels the path before traveling over the railroad tracks south of the US Highway Route 101 LA River Bridge to land near the northeast corner of the Commercial Street and Center Street intersection at the back of sidewalk	Yes, with some differences
First North/First Street South	West	Dual elevated ramps that connect to the north and south sides of the First Street Viaduct	Yes, with some differences
Sixth St	West	Single elevated ramp that parallels the path to the west and connects into the Sixth Street Tunnel from the south side with access to the future Sixth Street PARC Project	Yes
Washington Boulevard	West	Single hook ramp that connects down to the south side of Washington Boulevard at the back of sidewalk	Yes
Bandini-Soto Triangle	West	Single elevated bridge over the LA River that connects at-grade to Bandini Boulevard at the back of sidewalk adjacent to the commercial plaza known as the “Bandini-Soto Triangle”	Yes
Downey Road	East	Single at-grade connection to the back of sidewalk on the west side of Downey Road	Yes
Atlantic Boulevard	East	Single at-grade connection to the northwest side of Atlantic Boulevard at the back of sidewalk	Yes
Atlantic Boulevard (Existing)	West	Improvements to an existing access point in the City of Vernon	Yes

2.2.2.3 Option 1 Design Variations

Similar to the Proposed Project, design variations have been identified to offer site-specific engineering variations to address the constraints of the Project study area. Design variations at various locations of the alignment and access points for Option 1 are included in the footprint, as shown on Figures 2-13 through 2-15. Option 1 includes all of the Proposed Project’s design variations except Kearney Street and includes four additional design variations: Egret Park to Ed P. Reyes Greenway, Naud Street, Albion Street, and East Seventh Street/Jesse Street. Table 2-4 is a summary of the design variances for Option 1.

Table 2-4. Option 1 Design Variations

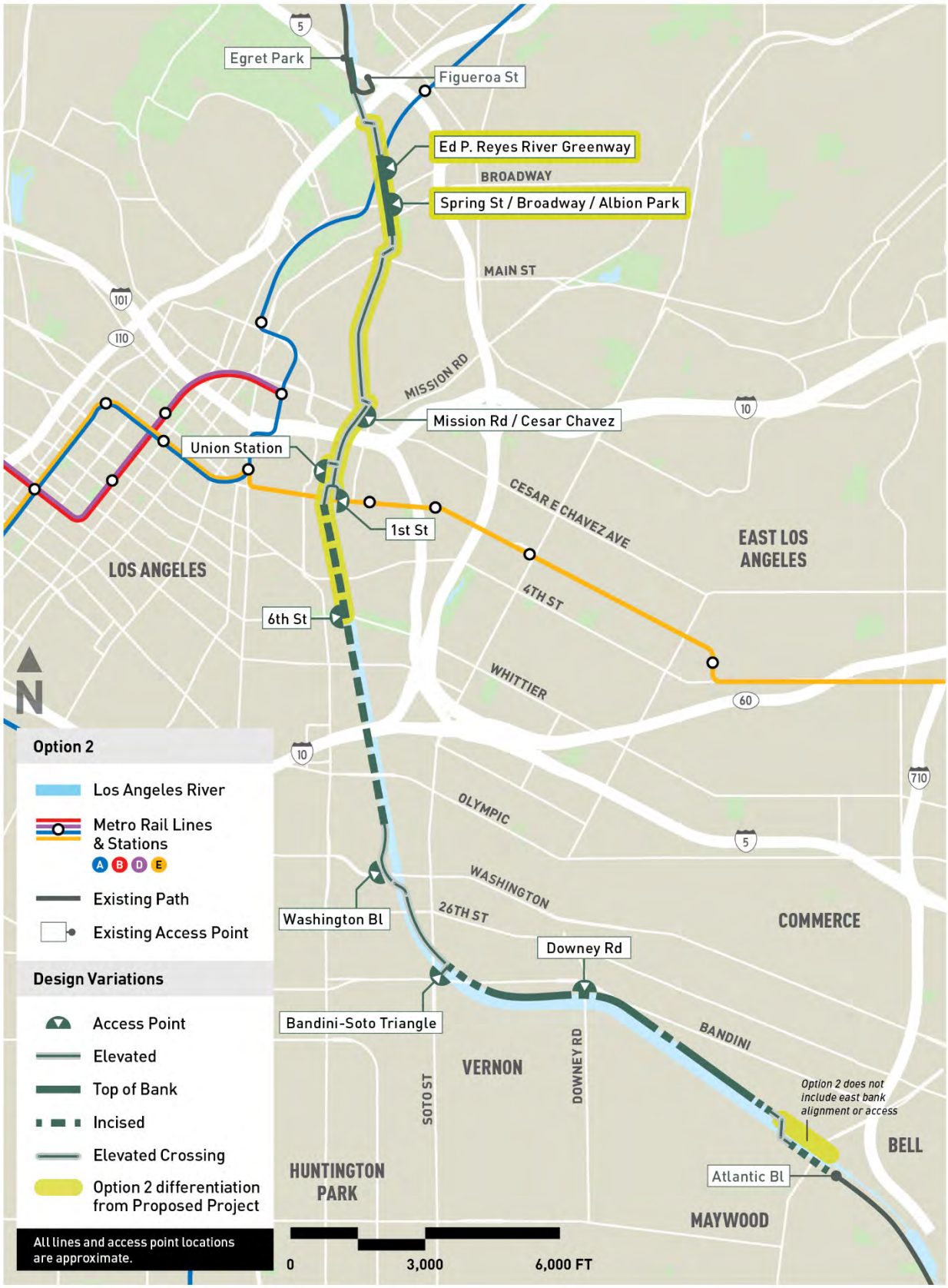
Design Variation	Bank	Configuration	Common to Proposed Project
Egret Park to Ed P. Reyes Greenway	East	Single at-grade connection from Egret Park to Riverside Drive bridge onto Avenue 19 southerly to Ed P. Reyes River Greenway. A spur route would branch off Avenue 19, south of the Arroyo Seco confluence, and traverse at-grade southerly along the backside of the Lincoln Heights Jail building. This spur route would continue under the Metro A Line Bridge and connect to Ed P. Reyes River Greenway.	No
Riverside Drive	West	Cantilever along the west bank from the existing path to under the Riverside Drive Bridge.	Yes
Arroyo Seco Parkway (SR-110)	West	Single elevated top-of-bank connection from path starting north under SR-110 to just south of the freeway.	Yes
Naud Street	West	Elevated path would cross westward, remaining in an elevated configuration, to the west bank where the path would reach the optional Naud Street access point.	No
Albion Street	East	Elevated path would split from westbound path to cross eastward over Metro ROW, before traveling south to reach the Albion Park access point.	No
East Cesar E Chavez Avenue	West	Elevated path crosses from the east bank to the west bank before continuing westward over railroad ROW at grade and then south parallel to the railroad ROW. Path crosses underneath the East Cesar E Chavez Avenue Bridge and continues south to the optional access point at Union Station via Keller Street.	Yes
Union Station	West	Connection to Union Station is provided from the optional access point at Union Station via Keller Street through an on-street alignment along Keller Street, then connection with Ramirez Street to Union Station.	Yes
US Highway Route 101 LA River Bridge	East	Elevated path would continue south along the east bank underneath the East Cesar E Chavez Bridge before crossing diagonally underneath the US Highway Route 101 LA River Bridge to the west bank.	Yes
East Fourth Street	West	Path continues south underneath East Fourth Street Bridge.	Yes
East Seventh Street/Jesse Street	East	Elevated river crossing to east bank provides access to optional East Seventh Street/Jesse Street access point.	No
East Washington Boulevard (In-Channel)	West	Path becomes elevated in-channel and continues south underneath the East Washington Boulevard Bridge, East 26th Street Bridge, and South Soto Street Bridge before crossing to the east bank and continuing south underneath Bandini Boulevard.	Yes
East Washington Boulevard (Triangular Helix)	West	Elevated path crosses westward under the Redondo Junction Grade Separation, ascends in a triangular helix configuration, and continues south, crossing over East Washington Boulevard and LA River from the west bank to the east bank.	Yes
South Downey Road	East	Path continues south at top-of-bank.	No
South Atlantic Boulevard	North	Path continues splits north of the Atlantic Boulevard East access point, continuing south before becoming elevated to cross to the southern bank to end at the Atlantic Boulevard Existing Path access point.	Yes

2.2.3 Option 2

As discussed in Section 2.1.1, Metro identified two options to the Proposed Project. Option 2 would retain most of the components of the Proposed Project, with some changes. These modifications result in a slightly shorter alignment for Option 2, which would span approximately 9.1 miles. Option 2 would have the same path types as the Proposed Project (refer to Section 2.2.1.4) though with some changes in locations and compositions, with 47% elevated, 19% top-of-bank, and 34% incised path types. Option 2 crosses the river seven times and has nine access points: four on the west bank and five on the east bank of the river, including improvements to the existing Atlantic Boulevard access point in the City of Vernon. Like the Proposed Project, Option 2 provides connections to four Metro stations, Union Station, Chinatown Station, Pico/Aliso Station, and Washington Station, with the addition of the Lincoln/Cypress Station.

The following sections detail Option 2 changes in the alignment (including river crossing locations, path types, and footprint), access points, and design variations compared to the Proposed Project. Figure 2-16 shows the Option 2 alignment, path types, and access points.

Figure 2-16. Option 2 Alignment



2.2.3.1 Option 2 Alignment

This description of the Option 2 alignment is presented from north to south as if traveling along the path as illustrated on Figure 2-16, which highlights differences compared to the Proposed Project. Although largely similar to the Proposed Project, Option 2 differs from the Proposed Project primarily along portions of the northern segments, where it is located on the opposite bank from the Proposed Project and has river crossings and access points at different locations.

Starting north on the west bank where the LA River Greenway Trail ends, Option 2 would be in a top-of-bank configuration to travel under the I-5 Viaduct and Riverside Drive Viaduct. Option 2 would then traverse over the Metrolink LA River–Downey Bridge and under the SR-110 Bridge in an elevated configuration to then cross over the river from the west bank to the east bank. Compared to the Proposed Project, Option 2 includes river crossings, a path along the east bank and an access point at Ed P. Reyes Greenway.

After crossing the river to land on the east side of the railroad tracks in an elevated configuration, Option 2 would transition to grade to go under the Metro A Line LA River Bridge and would no longer be adjacent to the channel, but instead on the outside edge of the railroad tracks between the Ed P. Reyes River Greenway and Spring Street. Compared to the Proposed Project, Option 2 includes a top-of-bank alignment along the east bank from SR-110 to just south of Spring Street. As Option 2 passes under the North Spring Street Viaduct and approaches Albion Park, the path would begin to incline to an elevated configuration to cross the LA River from the east bank to the west bank.

Once on the west bank, Option 2 would remain elevated to cross over the North Main Street Bridge and both Metrolink railroad bridges at Mission Junction, in contrast to the Proposed Project's incised alignment. Option 2 would then move to the middle of the channel, remaining elevated, to cross under the Cesar E Chavez Avenue Viaduct and US-101 LA River Bridge. After passing under the First Street Viaduct, Option 2 would descend to an incised configuration. Three connectors branch off from the elevated pathway in the channel's center, leading to three different access points. To the north of the Cesar E Chavez Avenue Viaduct, one connector would extend to the Mission Road/Cesar E Chavez access point on the east bank. To the south of US-101 LA River Bridge, another connector would lead to the Union Station access point on the west bank and another connector would lead to the First Street access point on the east bank. Option 2 would travel in an incised configuration between the First Street Viaduct and Olympic Boulevard Viaduct compared to the Proposed Project. Like the Proposed Project, as it approaches the Redondo Junction Grade Separation, Option 2 would transition from an incised to an elevated configuration, crossing over the UP LA River and Washington Boulevard bridges. The path would then continue in an elevated configuration, traveling beneath the Redondo Junction Grade Separation and then crossing the LA River over the BNSF Railway LA River Bridge to the east bank.

Between Soto Street and Bandini Boulevard, Option 2 would transition to an incised configuration to cross under Bandini Boulevard Bridge. An elevated crossing between Soto Street and Bandini Boulevard would connect to the Bandini-Soto Triangle access point. Continuing south on the east bank, Option 2 would use the top-of-bank to circumvent two transmission towers north of Downey Road, before transitioning to either the Downey Road access point or going under the Downey Road Bridge and BNSF Railway Bridge at Downey Road. South of Downey Road Bridge, Option 2 would use a combination of incised and top-of-bank configuration and then pass under the BNSF Railway Bridge at District Boulevard. Just north of Atlantic Boulevard, Option 2 would cross over the LA River from the east bank to the west bank.

After crossing the river to the west bank, Option 2 would continue south in an incised configuration. After passing under the Atlantic Boulevard Bridge, Option 2 would tie into the existing LA River Trail

on the west bank in the City of Vernon. Compared to the Proposed Project and Option 1, Option 2 does not include the Atlantic Boulevard East access point.

Figures 2-17 through 2-19 are maps showing the footprint for Option 2, including design variations and the temporary construction footprint. The figures highlight the differences from the Proposed Project.

Figure 2-17. Option 2 Footprint, Segment 1 of 3

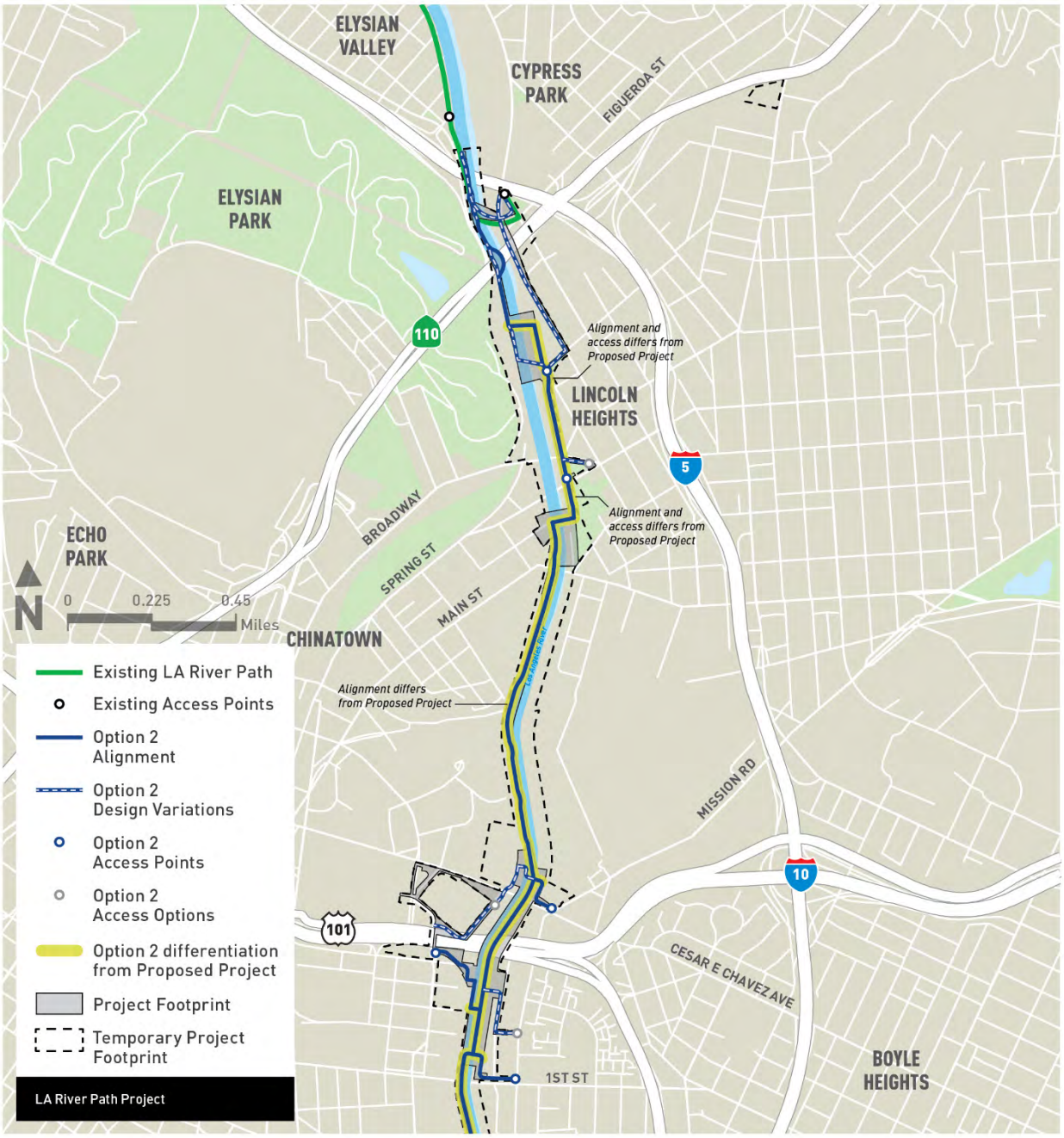


Figure 2-18. Option 2 Footprint, Segment 2 of 3

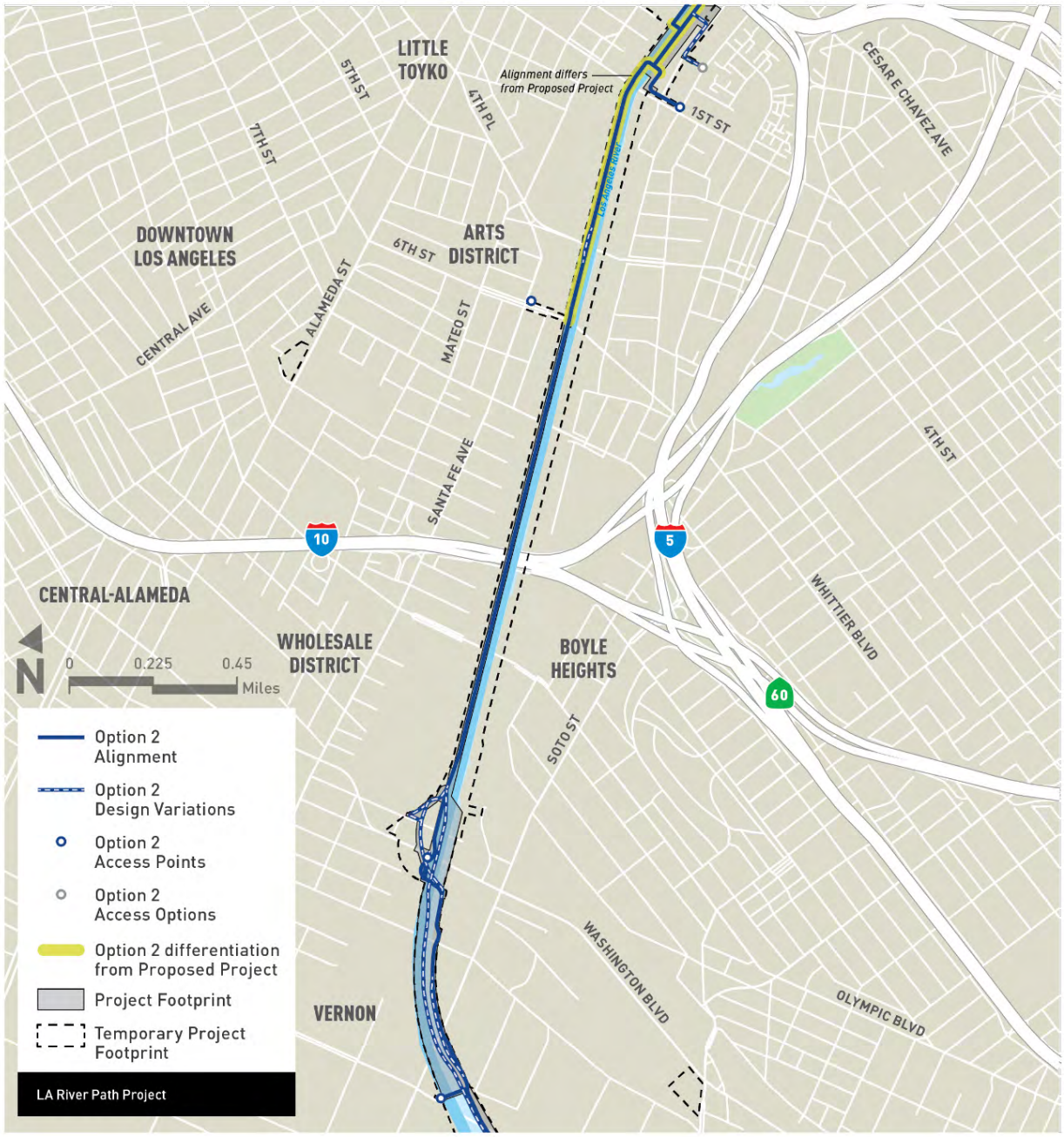
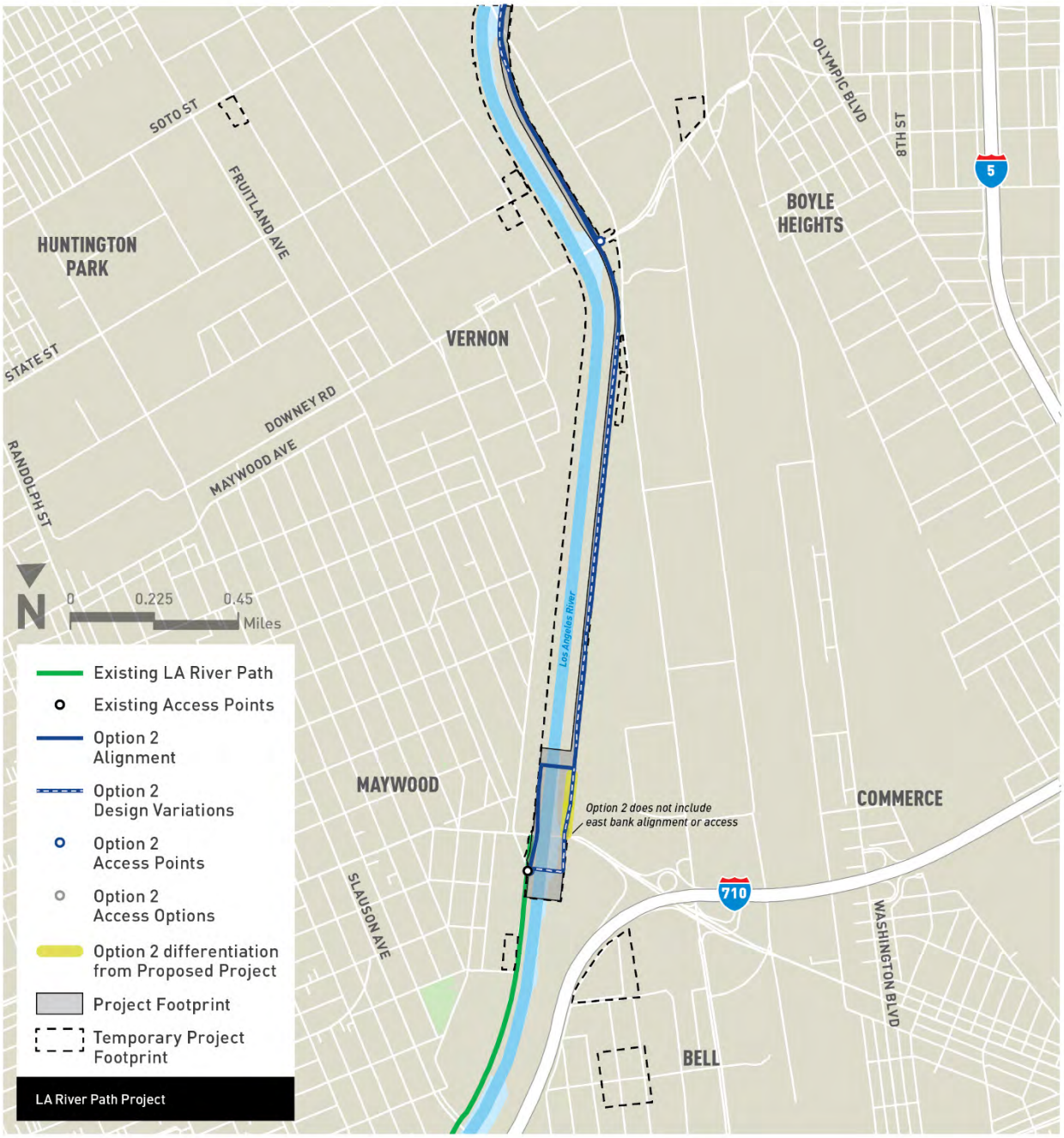


Figure 2-19. Option 2 Footprint, Segment 3 of 3



2.2.3.2 Option 2 Access Points

The configuration and location of each access point for Option 2 are listed in Table 2-5 from north to south. Option 2 would include eight of the same access points as the Proposed Project, with modifications to one of them (Union Station) and would have two additional access points: Ed P. Reyes River Greenway and Spring Street/Broadway/Albion Park.

Table 2-5. Option 2 Access Points

Access Point	Bank	Configuration	Common to Proposed Project
Ed P. Reyes River Greenway	East	At-grade connection directly adjacent to path at Ed P. Reyes River Greenway	No
Spring Street/Broadway/ Albion Park	East	Single at-grade connection from path under Spring Street to the Albion Park and access to Broadway and Spring Street	No
Mission Road/Cesar E Chavez Avenue	East	Single elevated ramp crossing over railroad tracks to connect to the northwest corner of the Mission Road and Cesar E Chavez Avenue intersection at the back of sidewalk	Yes
Union Station via Center Street	West	Single elevated ramp that crosses over the railroad tracks south of the US Highway Route 101 LA River Bridge to land near the northeast corner of the Commercial Street and Center Street intersection at the back of sidewalk	Yes, with some differences
First Street	East	Single elevated ramp that travels over the railroad tracks and Myers Street to connect at-grade to the back of sidewalk at the northwest corner of Mission Road and First Street intersection	Yes
Sixth Street	West	Direct connection between the Option 2 path and the existing Sixth Street Tunnel with access to the future Sixth Street PARC Project	Yes
Washington Boulevard	West	Single hook ramp that connects down to the south side of Washington Boulevard at the back of sidewalk	Yes
Bandini-Soto Triangle	West	Single elevated bridge over the LA River that connects at-grade to Bandini Boulevard at the back of sidewalk adjacent to the commercial plaza known as the “Bandini-Soto Triangle”	Yes
Downey Road	East	Single at-grade connection to the back of sidewalk on the west side of Downey Road	Yes
Atlantic Boulevard (Existing)	West	Improvements to an existing access point in the City of Vernon	Yes

2.2.3.3 Option 2 Design Variations

Design variations have been identified to offer site-specific engineering variations to navigate challenges and constraints within the Project area. Design variations at various locations of the alignment and access points for Option 2 are included in the footprint, as shown on Figure 2-17 through Figure 2-19. Option 2 would include all of the Proposed Project’s design variations except US-101 LA River Bridge and includes four additional design variations design variations: Egret Park to Ed P. Reyes Greenway, North Avenue 19, and North Broadway/Spring Street. Table 2-6 summarizes design variations for Option 2.

Table 2-6. Option 2 Design Variations

Design Variation	Bank	Configuration	Common to Proposed Project
Egret Park to Ed P. Reyes Greenway	East	Single at-grade connection from Egret Park to Riverside Drive bridge onto Avenue 19 southerly to Ed P. Reyes River Greenway.	No

Table 2-6. Option 2 Design Variations

Design Variation	Bank	Configuration	Common to Proposed Project
Riverside Drive	West	Cantilever along the west bank from the existing path to under the Riverside Drive Bridge.	Yes
Arroyo Seco Parkway (SR-110)	West	Single elevated top-of-bank connection from path starting north under SR-110 to just south of the freeway.	Yes
North Avenue 19	West	Elevated path continues south before crossing the river channel diagonally to the east bank near the Ed Reye Greenway access point.	No
North Broadway/ Spring Street	East	Path branches east to optional access point at Broadway and Spring Street.	No
East Cesar E Chavez Avenue	West	Elevated in-channel path splits westward before crossing over railroad ROW at grade and then continuing south parallel to the railroad ROW. Path crosses underneath the East Cesar E Chavez Avenue Bridge and continues south to the optional access point at Union Station via Keller Street.	Yes
Union Station	West	Connection to Union Station is provided from the optional access point at Union Station via Keller Street through an on-street alignment along Keller Street, then connection with Ramirez Street to Union Station.	Yes
Kearney Street	East	Elevated in-channel path splits eastward to reach east bank before continuing south and then east to reach optional access point at Kearney Street.	Yes
East Fourth Street	West	Path continues south underneath East Fourth Street Bridge.	Yes
East Washington Boulevard (In-Channel)	West	Path becomes elevated in-channel and continues south underneath the East Washington Boulevard Bridge, East 26th Street Bridge, and South Soto Street Bridge before crossing to the east bank and continuing south underneath Bandini Boulevard.	Yes
East Washington Boulevard (Triangular Helix)	West	Elevated path crosses westward under the Redondo Junction Grade Separation, ascends in a triangular helix configuration, and continues south, crossing over East Washington Boulevard and LA River from the west bank to the east bank.	Yes
South of Downey Road	East	Path continues south in an incised condition.	Yes
South Atlantic Boulevard	North	Path continues south before becoming elevated to cross to the southern bank to end at the Atlantic Boulevard Existing Path access point.	Yes

2.2.4 Summary of Proposed Project and Options

As stated, the Draft EIR analyzes the Proposed Project and two options, Option 1 and Option 2, along the LA River, each having a different combination of Proposed Project elements to navigate site conditions in different ways. The Proposed Project and its options each include a combination of path types, river crossing locations, access points, and design variations aimed at accomplishing Proposed Project objectives. Table 2-7 provides a summary comparison of the Proposed Project, Option 1, and Option 2.

Table 2-7. Summary Comparison of Proposed Alignments

Proposed Alignments	Approximate Path Length	Access Points	River Crossings	Elevated Path Type	Top-of-Bank Path Type	Incised Path Type
Proposed Project	9.6 miles	9	6	46%	28%	26%
Option 1	10.1 miles	11	6	56%	9%	35%
Option 2	9.1 miles	9	7	47%	19%	34%

Note: This count of access points does not include the existing westbound access point at Atlantic Boulevard.

2.3 Proposed Project Aspects Relevant to Built Environment

This section highlights aspects of the Proposed Project that are of particular relevance to the analysis of potential impacts to built-environment historical resources. This includes Proposed Project development considerations, general aspects of the Proposed Project overall, and aspects specific to how the Proposed Project would interact with the multiple bridges spanning the LA River and with the LA River channel itself.

This report analyzes the Proposed Project and its options, Option 1 and Option 2, which propose different alignments along the LA River between the northern and southern limits of the Proposed Project. Each option has a different alignment and a different combination of Proposed Project components, including path types, river crossings, connectors, ancillary path elements, access points, and design variations. The conceptual engineering phase has been completed for the three options. At this stage, the Proposed Project has not been fully designed. Many details are not yet known and will not be determined until a later phase of the Proposed Project. Necessarily, then, the impact analysis is somewhat conceptual, considering the maximum geographical extent within which the Proposed Project would be located, and the various Proposed Project components under consideration. However, based upon the information provided, the broad parameters of the Proposed Project—including its overall form, massing, location, technology, and various component features—can be understood.

Proposed Project aspects described here have been compiled from multiple sources as provided by the Jacobs Alta Team, including the *Conceptual Design Report* (September 2019); the Draft Project Description (as of February 16, 2021); the Conceptual Engineering submittal (as of April 2021, including conceptual engineering plans and associated studies); Proposed Project footprint data (spanning from January to July 2021, including information in .KMZ, .MPK, and .PDF file formats); along with various clarifications, updates, and revisions per the Jacobs Alta Team. These Proposed Project aspects have been reviewed and analyzed in this report to determine if the Proposed Project would have an impact on identified built-environment historical resources.

2.3.1 Proposed Project Development Considerations

According to the Jacobs Alta Team, numerous efforts have been made throughout the course of developing the Proposed Project to its current stage to minimize impacts to historical resources—and specifically to historical LA River bridges—to the extent possible. Proposed Project development considerations relevant to historical resources include the following:

- Alignment options were selected to minimize visual impacts to historical bridges.
- Regarding new river crossings, preference was given to locations which are not immediately adjacent to a historical bridge.
- For elevated historical bridges, alignment options generally pass under the bridge as close to the top of the bank as possible. For at-grade historical bridges, alignment options avoid passing over the middle of the bridge.
- Alignment options considered views between historical bridges, views from historical bridges to the LA River channel, and views of historical bridges from adjacent public spaces.
- Wherever possible, access points avoid landing directly on historical bridges, opting instead for adjacent low-volume roadways or open spaces.
- Where access points do land on a historical bridge, landing locations were selected to minimize visual impacts to the bridge.
- Consideration was given to locations where the path could be used to complement, frame, or provide new vantage points from which to view historical bridges.

2.3.2 General Proposed Project Aspects

This section describes general aspects of the Proposed Project overall, including aspects that occur throughout or in various instances along the alignment. These Proposed Project aspects include:

- Path width—The "path of travel"[7] for the core path would not exceed 20 feet in width. For connectors, the path of travel would generally be 14 feet wide, but in some instances may flare to up to 20 feet wide at the connection point.
- Support columns—The majority of support columns for elevated path structure, ramps, and crossings would be 4 feet by 6 feet in diameter and oblong. Support columns may be up to 4.5 feet by 6.5 feet, and may be oval, hexagonal, or octagonal. The columns would be supported on concrete piles of the same diameter as the columns, or on shafts with a larger diameter than the columns.
- Shafts—Shafts would not exceed 8 feet in diameter. Where a shaft is drilled into the floor of the LA River channel, an area of channel lining up to 20 feet by 20 feet may be removed and replaced in-king around the 8-foot shaft.
- Path railings—Path railings would generally be up to 54 inches in height. When the path is over railroad structure, the railing may be up to 10 feet high. Railing types under consideration include wire mesh with widely spaced vertical pickets and top handrail; close vertical pickets and top handrail; or cable rail system with posts, cable, and top handrail.

[7] "Path of travel" refers to useable space. The overall path structure would be larger and may include overlooks and other bump-outs.

- Fencing—Fencing would primarily be located at access points and along railroad tracks but may also be installed around transmission towers or to prevent access to certain private properties. Fencing would be visually permeable. Fencing types under consideration include transparent mesh and vertical pickets.
- Lighting—Lighting types under consideration include path-integrated lighting (integrated into the path structure, railings, or other features); pole-mounted lighting (on electroliers), wall-mounted lights (on new walls or LA River channel walls); and soffit-mounted lights (on or suspended from the underside of an LA River bridge). Lighting along the path would be provided by luminaires positioned at a pedestrian scale (approximately 15 to 20 feet above the finished surface of the path); lighting at access points may be larger in scale.
- Signage—Regulatory and directional (wayfinding) signage helps to guide path users through the path and to local landmarks and nearby destinations. Wayfinding sign types under consideration include tall sign panels (gateway, map kiosk, map panel); pole-mounted signs (decision, turn, confirmation, street name); short post (waymarker); and bridge-mounted signs (attached to the underside of an LA River bridge). Interpretive or educational signage provides the user with environmental context and helps them interpret their surroundings. All signage would be at a human scale.
- New river crossings—River crossings would construct a new bridge structure to carry the path from one bank of the LA River channel to the other. These river crossings must be elevated above the channel walls and may be clear-span structures or require one or more support columns in the channel. The Proposed Project has identified several potential river crossing locations, with each option incorporating a different combination of these crossings. Structure types under consideration include tied-arch, cable-stayed, truss (steel), and causeway (concrete). All new river crossings would be a minimum of 100 feet from the nearest historical bridge, and in most instances would be much further away (several hundred feet) than that.
- Ancillary path elements—Ancillary path elements include a range of features and amenities to be constructed along the alignment. Ancillary path elements would include: pathway striping; lighting; landscaping/vegetation; railings and bollards; and signage. Additional path elements may include drinking fountains; public art; bicycle fix-it stations; shade structures; pedestrian and bicycle counters; integrated technology; educational/interpretive signage; and utilities integration. The Proposed Project also includes up to four restrooms located near selected access points (pursuant to Metro Board approval). The locations and types of ancillary path elements considered feasible for implementation vary along each alignment based on path type and access point details. Thus, specific ancillary path elements would be determined in a later phase of design. Some of these elements would occur along the path alignment, including at overlooks or other bump-outs, while others would be concentrated at key access points. All ancillary path elements would be constructed within the Proposed Project permanent footprint boundaries, including excavation depths, as described here and shown in the footprints for the Proposed Project and its options, Option 1, and Option 2.
- Construction Staging Areas—The Proposed Project has identified 12 potential construction staging areas to support construction. These staging areas are located throughout the Proposed Project study area. Use of these staging areas would be temporary, accommodating activities such as vehicle and equipment staging, storage, refueling; materials and fuel staging and storage; fabrication activities; construction trailers; and worker vehicle parking and assembly. The specific staging areas to be used would be determined once an alignment is selected. All staging areas would be established within the Proposed Project temporary footprint.

2.3.3 Proposed Project Aspects and the LA River Channel

The LA River runs from the confluence of Bell Creek and Arroyo Calabasas in Canoga Park in the western San Fernando Valley nearly 51 miles southeast through Los Angeles County to Long Beach, where it empties into the Pacific Ocean. Following a devastating flood in 1938, the US Army Corps of Engineers (USACE) began a project to channelize the river for its entire length to provide flood control for the increasingly developed region and a consistent path for the river course. The channelization project included lining the river's mainstem and various tributaries with concrete to allow rainwater and runoff to flow quickly out to the ocean. The project took some 20 years to complete and resulted in a fully engineered waterway (LACDPW 2021). Today, the channelized LA River is considered one of the most extensive flood risk management systems in any major metropolitan area in the country.

The Proposed Project area contains an approximately 8-mile stretch of the LA River channel. The channel varies in width from approximately 200 to 500 feet. The channel takes two forms: trapezoidal (wider channel with sloped walls), and rectangular (narrower channel with vertical walls). Throughout the Proposed Project area, the channel walls and floor are lined in concrete (with the exception of one small segment at Redondo Junction where the walls are clad with metal panels). Features of the LA River channel include a low-flow channel (typically a single narrow channel situated in the center of the channel floor), occasionally diverging into two channels pushed to the outer edges, and numerous outfalls which convey water from municipal storm drains into the river channel (there are approximately 40 outfalls within the Proposed Project area).

The Proposed Project would erect new path structure (including core path and connectors) in, over, and alongside the LA River channel for its full length within the Proposed Project area. Various aspects of the Proposed Project would interact directly with the LA River channel. These Proposed Project aspects include:

- Elevated in-channel path—Path is supported by piers and foundations in the river channel; construction involves excavation and installation of driven piles and concrete piers.
- Incised channel path—Path is cut into the sloped channel wall; construction involves removal of some portion of the existing channel wall lining, excavation of material under the existing lining, installation of retaining walls, and reconstruction of the channel wall lining.
- Cantilevered path—Path is on structure which extends over the channel supported behind the top--of-bank river channel wall, without supports in the channel; construction involves grading the existing ground and installation of base materials.
- River crossings with supports—River crossings that have pier supports in the channel; construction involves excavation and installation of driven piles and concrete piers.
- Long-span river crossings—River crossings that clear-span the channel (without in-channel supports); construction involves temporary supports such as driven piles that may be installed in the river channel.
- Bridge abutment modification—Bridge abutment modifications would be subsurface (i.e., partial demolition or core through a bridge footing below grade/under channel lining).
- New channel access routes—New access routes to the channel floor to facilitate construction; may be temporary (removed after construction) or permanent (for O&M use).
- Bents at Redondo Junction—Straddle bents for a new river crossing; construction may require modification of the existing channel wall.

- Construction platforms—Temporary pads to serve as level platforms for cranes and drilling equipment; construction may require cutting into the channel floor and/or the removal of sections of channel wall.
- Outfall modification—Some channel outfalls may need to be modified where there is a conflict with the path alignment.

Additional aspects of the Proposed Project may interact indirectly with the LA River channel, including new construction alongside and/or within close proximity to the channel itself, such as elevated or at-grade top-of-bank path, and ancillary path elements such as lighting, protective railings and bollards, and signage.

2.3.4 Proposed Project Aspects and the LA River Bridges

There are 31 existing crossings[8]—including both bridges and viaducts—spanning the LA River channel within the Proposed Project area. These structures convey freight rail, roadways, freeways, and passenger light rail. Some of these structures are situated at-grade, spanning just a few hundred feet across the channel itself. Others are massive structures measuring well over 1,000 feet long, with elevated spans passing over the river, but also adjacent railroad tracks, streets, and developed properties. Structures range from utilitarian steel-truss spans from the early 20th century to contemporary replacement bridges erected within the last few decades. The Proposed Project area also contains the ultra-modern Sixth Street Viaduct, which opened in July 2022.

Among the LA River crossings within the Proposed Project area is a collection of nine concrete bridges and viaducts built between 1910 and 1931. These LA River bridges are part of a grouping of 11 "monumental" LA River bridges constructed primarily in the 1920s and 1930s by the City of Los Angeles' Bureau of Engineering (BOE). The construction of these bridges has been recognized as "one of the most ambitious bridge building programs ever undertaken by an American municipality" (Caltrans 1990), and the resulting collection is considered one of the largest and most architecturally significant groupings of historical bridges in California and the United States. The nine monumental LA River bridges within the Proposed Project area are the North Broadway Viaduct, North Spring Street Viaduct, North Main Street Bridge, Cesar E Chavez Avenue Viaduct, First Street Viaduct, Fourth Street Viaduct, Seventh Street Viaduct, Olympic Boulevard Viaduct, and the Washington Boulevard Bridge.

The Proposed Project would interact, in some fashion, with all of the LA River bridges within the Proposed Project area. Types of bridge interactions include:

- Path under bridge—Path passing underneath an LA River bridge, inside or outside the channel; support structures near the bridge.
- Path over bridge—Path passing over an LA River bridge, inside or outside the channel; support structures near the bridge.
- Path through bridge—Path passing through an LA River bridge's open spandrel; support structures near the bridge.
- Ramp connecting to bridge—Connector ramp attaching to an LA River bridge; removal of a segment of existing bridge railing.

[8] Other Project documents identify 30 crossings over the LA River. However, SR-110 (Pasadena Freeway) over the LA River is composed of two separate bridge structures (SR-110 Bridge N and SR-110 Bridge S). Thus, for the purpose of this report, there are 31 LA River bridges.

- Ramp adjacent to bridge—Connector ramp running alongside and parallel to a portion of an LA River bridge; support structures near the bridge.
- Bridge abutment modification—Modifications would be subsurface (that is, partial demolition or core through a bridge footing below grade/under channel lining).
- New river crossing—Path crossing the channel near an LA River bridge.

For a complete list and map of the 31 existing LA River bridges within the Proposed Project area, refer to Table 2-8 and Figure 2-20, respectively.

Table 2-8. Summary of LA River Bridges

Listed North to South

Bridge ID	Bridge Name	Historic Name(s)	Caltrans Bridge	Date
1	I-5 Viaduct	I-5 Elysian Viaduct; Interstate 5 (Golden State Freeway) Bridge	53-1424	1962
2	Riverside Drive Viaduct	Riverside Drive Bridge	53C2355	2017
3	Metrolink LA River–Downey Bridge	UP/Metro-LA River Bridge	N/A	1992
4a	SR-110 Bridge N	Arroyo Seco Parkway Bridge; SR-110 (Pasadena Freeway) Southbound Bridge	53-0042L	1944
4b	SR-110 Bridge S	Figueroa Street Viaduct; SR-110 (Pasadena Freeway) Northbound Bridge; Arroyo Seco Parkway Viaduct	53-0042R	1936
5	Metro A Line LA River Bridge	Metro-LA River Bridge; LACM-LA River Bridge	N/A	1995
6	North Broadway Viaduct	Buena Vista Street Viaduct; Broadway Bridge	53C0545	1911
7	North Spring Street Viaduct	Spring Street Bridge	53C0859	1928
8	North Main Street Bridge	Main Street Bridge	53C1010	1910
9	Metrolink Mission Junction Railroad Bridge North (Yuma Main Connector)	Mission Tower #1 Rail Bridge; UP-Mission Junction Bridge; Yuma Main; Mission Junction Railroad Bridge North	N/A	1902
10	Metrolink Mission Junction Railroad Bridge South (San Gabriel Connector)	Mission Tower #2 Rail Bridge; San Gabriel Connector; Mission Junction Railroad Bridge South	N/A	1937
11	Cesar E Chavez Avenue Viaduct	Macy Street Viaduct; Macy Street Bridge	53C0130	1926
12	El Monte Busway Bridge	El Monte Busway/ FasTrak Express Lanes Bridge	53-2673	1989
13	US-101 LA River Bridge	Highway 101 (Santa Ana Freeway) Bridge; Aliso Street Bridge	53-0405	1944, 1955
14	First Street Viaduct	1st Street Bridge	53C1166	1929
15	Fourth Street Viaduct	4th Street Bridge	53C0044	1931
16	Sixth Street Viaduct	6th Street Bridge	53C2329	2022
17	Seventh Street Viaduct	7th Street Bridge	53C1321	1910/1927

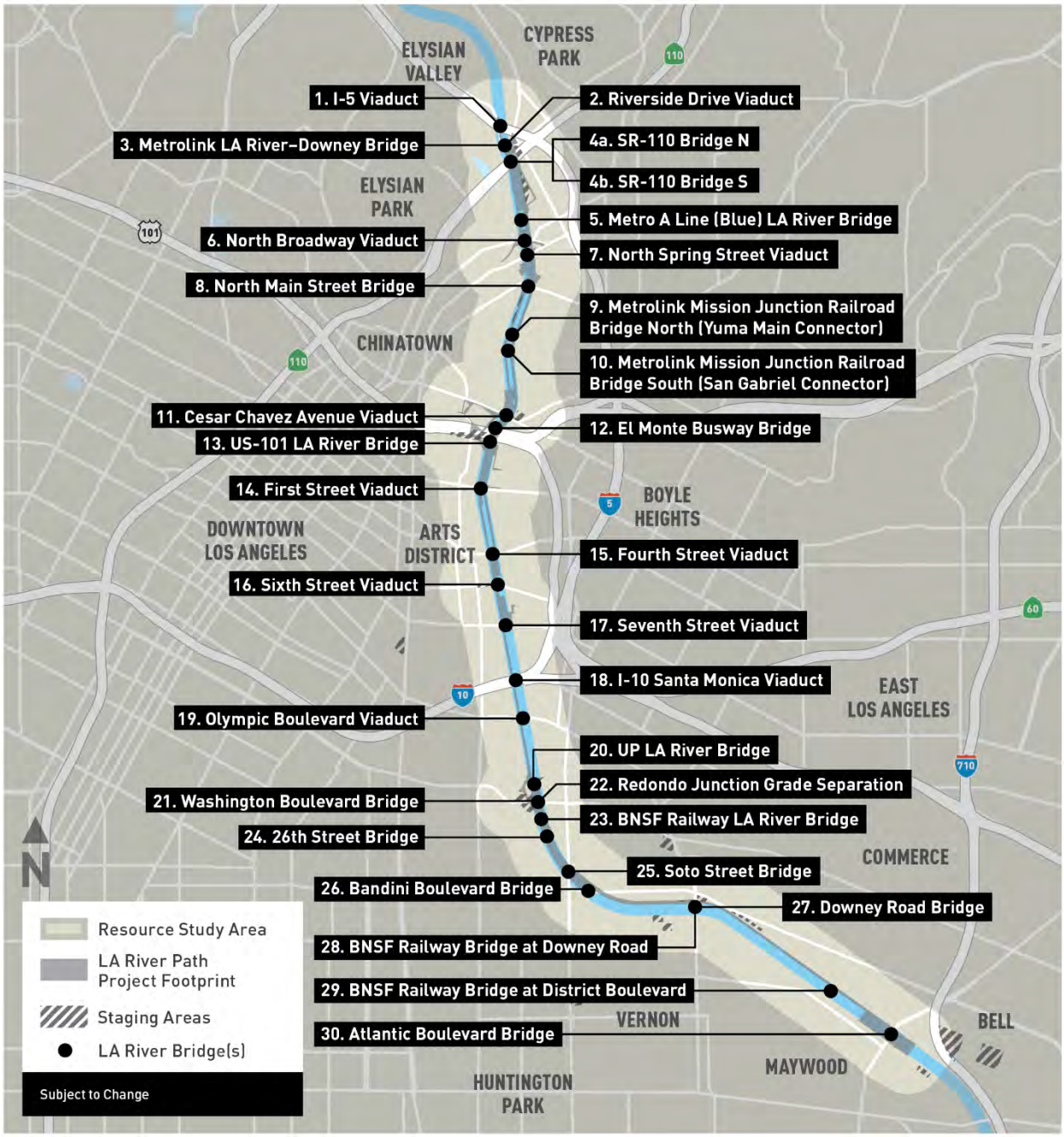
Table 2-8. Summary of LA River Bridges

Listed North to South

Bridge ID	Bridge Name	Historic Name(s)	Caltrans Bridge	Date
18	I-10 Santa Monica Viaduct	Interstate 10 (Santa Monica Freeway) Bridge	53-1301	1959
19	Olympic Boulevard Viaduct	Ninth Street Viaduct	53C0163	1925
20	UP LA River Bridge	Redondo Junction Railroad Bridge North	N/A	1997
21	Washington Boulevard Bridge	--	53C1375	1931
22	Redondo Junction Grade Separation	BNSF-Redondo Junction Flyover; Redondo Junction Flyover Railroad Bridge	53C2081	2001
23	BNSF Railway LA River Bridge	AT&SF-LA River Bridge; Redondo Junction Railroad Bridge South	N/A	(unknown)
24	26th Street Bridge	--	53C0868	c. 1930
25	Soto Street Bridge	--	53C0867	1928
26	Bandini Boulevard Bridge	--	53C0827	1969
27	Downey Road Bridge	--	53C0576	1931
28	BNSF Railway Bridge at Downey Road	Railroad Bridge at Downey Road	N/A	c. 1925
29	BNSF Railway Bridge at District Boulevard	Railroad Bridge at District Boulevard	N/A	c. 1950
30	Atlantic Boulevard Bridge	Pasadena Avenue Bridge	53C0252	1931

AT&SF = Atchison, Topeka and Santa Fe Railway

Figure 2-20. Map of LA River Bridges



03

REGULATORY FRAMEWORK

The environmental permitting process requires preparing a comprehensive list of regulations that apply to the Proposed Project and its options for documentation. As Proposed Project options have been developed and advanced for impact analysis, the applicability of given regulation has been determined based on the specific features the Proposed Project and each of its options.

The purpose of the regulatory framework for impact analysis is to identify the regulatory requirements specific to built-environment historical resources the Proposed Project is subject to for construction and/or operation. The following is intended as a complete list of regulations applicable to the Proposed Project related to built-environment historical resources.

The Proposed Project API includes parcels within the cities of Los Angeles, Vernon, Maywood, and Bell; and in unincorporated Los Angeles County. Properties within the API may be designated as historic by federal, state, and/or local authorities. Properties within the defined API for the Proposed Project may be listed in the NRHP or the CRHR. Properties within the City of Los Angeles may be locally designated as an LA-HCM, or as part of an HPOZ. Properties within the City of Maywood may be locally designated as a Historic Resource or a Historic Site. Properties in unincorporated Los Angeles County may be locally designated as a Landmark or a Historic District.[9] For a property to qualify for historical listing or designation under one of these programs, it must meet one or more of the identified criteria for significance and must retain sufficient integrity to convey that significance.

3.1 Federal

3.1.1 National Register of Historic Places

The NRHP was authorized by the National Historic Preservation Act of 1966 to serve as an authoritative guide to the nation's historic places worthy of preservation, as codified in *Code of Federal Regulations* (CFR) Title 36, Section 60, Part 60.2. The National Register Program is administered by the US Department of the Interior's National Park Service (NPS).

To be eligible for listing and/or listed in the NRHP, a resource must be at least 50 years of age unless it is of exceptional importance as defined in 36 CFR Section 60.4(g), and must possess significance in American history, architecture, archaeology, engineering, and culture. Listing in the NRHP does not in and of itself provide protection of a historic resource. The primary effect of listing in the NRHP on private owners of historic buildings is the availability of financial and tax incentives. Furthermore, state and local regulations may apply to properties listed in the NRHP.

The criteria for listing in the NRHP follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

9 The cities of Vernon and Bell do not have a historic preservation ordinance and thus does not have a mechanism to designate historic properties locally.

a. That are associated with events that have made a significant contribution to the broad patterns of our history, or

b. That are associated with the lives of persons significant in our past, or

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

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

In addition to meeting one or more of these criteria, a property must have integrity, which is defined as "the ability of a property to convey its significance" (NPS 1997). There are seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association (36 CFR Part 60.4). To retain historic integrity a property will always possess several, and usually most, of these aspects (NPS 1997).

3.2 State

3.2.1 California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state. The laws and rules governing the CEQA process are contained in the CEQA statute, as codified in *PRC* Section 21000 et seq. The CEQA Guidelines, as codified in California *Code of Regulations* (CCR) Title 14, Section 15000 et seq., are administrative regulations interpreting the CEQA statute and published court decisions.

CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical resources. Pursuant to CEQA Guidelines Section 15064.5, a "historical resource" is defined as:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR,
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

The significance threshold used to evaluate a project's impacts associated with historical resources is outlined in Appendix G of the CEQA Guidelines. According to these guidelines, a significant impact related to historical resources would occur if a project results in a "substantial adverse change in the significance of a historical resource" as defined by CEQA Guidelines Section 15064.5(a). *Substantial adverse change* is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is *materially impaired* when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- Convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register, or
- Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant, or
- Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior's (SOI's) *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (Standards) (SOI 2017) is considered to have impacts that are less than significant (CEQA Guidelines Section 15064.5[b][3]).

3.2.2 California Register of Historical Resources

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

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, or
2. Is associated with the lives of persons important in our past, or
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of these criteria, a property must have integrity. Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Eligible resources must retain enough of their historical character or appearance to be recognizable as historical resources and to convey the reasons for their significance. The CRHR uses the same seven aspects of integrity used for evaluating properties for the NRHP: location, design, setting, materials, workmanship, feeling, and association. It is possible that a historical resource may not retain sufficient integrity to meet the criteria for listing in the NRHP, but may still be eligible for listing in the CRHR.

Additionally, the CRHR consists of resources that are listed automatically, including:

- California properties listed on the NRHP and those formally determined eligible for the NRHP
- California Registered Historical Landmarks from No. 770 onward, and
- Those California Points of Historical Interest that have been evaluated by the California OHP and have been recommended to the State Historical Resources Commission for inclusion on the CRHR

3.2.3 State-Owned Historical Resources

As outlined in California PRC Section 5024.5, proposed actions to state-owned historical resources require consultation with the California OHP, as follows:

a. No state agency shall alter the original or significant historical features or fabric, or transfer, relocate, or demolish historical resources on the master list maintained pursuant to subdivision (d) of Section 5024 without, early in the planning processes, first giving notice and a summary of the proposed action to the officer who shall have 30 days after receipt of the notice and summary for review and comment.

b. If the officer determines that a proposed action will have an adverse effect on a listed historical resource, the head of the state agency having jurisdiction over the historical resource and the officer shall adopt prudent and feasible measures that will eliminate or mitigate the adverse effects. The officer shall consult the State Historical Building Safety Board for advice when appropriate.

c. Each state agency shall maintain written documentation of the officer's concurrence with proposed actions which would have an effect on a historical resource on the master list.

d. The officer shall report to the Office of Planning and Research for mediation instances of state agency refusal to propose, to consider, or to adopt prudent and feasible alternatives to eliminate or mitigate adverse effects on historical resources on the master list as specified in subdivision (f) of Section 5024.

e. The officer may monitor the implementation of proposed actions of any state agency.

f. Until such time as a structure is evaluated for possible inclusion in the inventory pursuant to subdivisions (b) and (c) of Section 5024, state agencies shall assure that any structure which might qualify for listing is not inadvertently transferred or unnecessarily altered.

g. The officer may provide local governments with information on methods to preserve their historical resources.

3.3 Local

3.3.1 City of Los Angeles

3.3.1.1 City of Los Angeles Cultural Heritage Ordinance

The City of Los Angeles Cultural Heritage Ordinance (*Los Angeles Administrative Code* [LAAC] Section 22.171 et seq.), adopted in 1962 and most recently revised in 2018, allows for the designation of buildings and sites as individual local landmarks, known as City of Los Angeles Historic-Cultural Monuments (LA-HCMs). Section 22.171.7 of the LAAC defines an LA-HCM as "any site (including significant trees or other plant life located on the site), building or structure of particular historical or cultural significance to the City of Los Angeles." A proposed LA-HCM may be designated by the City Council upon the recommendation of the Cultural Heritage Commission if it meets at least one of the following criteria:

- Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community, or

- Is associated with the lives of historical personages important to national, state, city, or local history, or
- Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced their age.

Unlike the NRHP and CRHR, the Cultural Heritage Ordinance does not mention the concept of integrity. However, in practice, the seven aspects of integrity used by the NRHP and CRHR are similarly applied.

In the City of Los Angeles, there is no requirement that a resource be a certain age before it can be designated. In general, enough time needs to have passed since the resource's completion to provide sufficient perspective that would allow an evaluation of its significance within a historical context.

Designation of a property as an LA-HCM means that any future construction activities involving the property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of this regulation is to prevent significant impacts to an LA-HCM through the application of the SOI's Standards, which are expressly incorporated into the LAAC. Proposed projects involving designated LA-HCMs are reviewed by the Los Angeles City Planning Department's OHR for conformance with these standards.

3.3.1.2 City of Los Angeles Historic Preservation Overlay Zone Ordinance

The City of Los Angeles Historic Preservation Overlay Zone Ordinance (LAMC Section 12.20.3), adopted in 1979 and most recently amended in 2017, allows for the designation of historic districts as "HPOZs."

Section 12.20.3 of the LAMC states that the purpose of establishing HPOZs is to:

1. Protect and enhance the use of buildings, structures, natural features, and areas, which are reminders of the city's history, or which are unique and irreplaceable assets to the city and its neighborhoods, or which are worthy examples of past architectural styles;
2. Develop and maintain the appropriate settings and environment to preserve these buildings, structures, landscaping, natural features, and areas;
3. Enhance property values, stabilize neighborhoods and/or communities, render property eligible for financial benefits, and promote tourist trade and interest;
4. Foster public appreciation of the beauty of the city, of the accomplishments of its past as reflected through its buildings, structures, landscaping, natural features, and areas;
5. Promote education by preserving and encouraging interest in cultural, social, economic, political and architectural phases of its history;
6. Promote the involvement of all aspects of the city's diverse neighborhoods in the historic preservation process; and
7. Ensure that all procedures comply with CEQA.

3.3.1.3 City of Los Angeles General Plan

The City of Los Angeles General Plan includes a Conservation Element, adopted in 2001. Chapter II, Section 5 of the Conservation Element recognizes the City's responsibility for identifying, protecting,

and preserving its historical and cultural heritage for the enrichment of future generations. The Conservation Element establishes the following Objective and associated Policy:

- **Objective** Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
- **Policy** Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

3.3.1.4 City of Los Angeles Community Plans

The City of Los Angeles maintains 35 Community Plans, one for each of its CPAs. The Community Plans establish neighborhood-specific goals and implementation strategies to achieve the broad objectives laid out in the City's General Plan. Together, the 35 Community Plans make up the General Plan's Land Use Element.

The Proposed Project and its options pass through four CPAs: Boyle Heights, Central City North, Northeast Los Angeles, and Silver Lake–Echo Park–Elysian Valley. The Community Plans for each of these CPAs have been reviewed for specific goals, objectives, and/or policies relating to historical resources.

Boyle Heights Community Plan Area

The *Boyle Heights Community Plan* (City of Los Angeles 1998) does not include any goals, objectives, or policies specifically related to historical resources.

Central City North Community Plan Area

The *Central City North Community Plan* (City of Los Angeles 2000) includes the following goals, objectives, and policies related to historical resources:

Goal 17 Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.

Objective 17-1 To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.

Policy 17-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing buildings and the restoration of original facades.

Objective 17-2 To encourage private owners of historic properties/resources to conserve the integrity of such resources.

Policy 17-2.1 Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Goal 18 A community which promotes cultural amenities and implements the City's Cultural Master Plan.

Objective 18-1 To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

Policy 18-1.1 Support the existing artists community in Central City North as a cultural resource for the community.

Northeast Los Angeles Community Plan Area

The *Northeast Los Angeles Community Plan* (City of Los Angeles 1999) includes the following goals, objectives, and policies related to historical resources:

Residential

Objective 1-4 To preserve and enhance neighborhoods with a distinctive and significant historical or architectural character.

Policy 1-4.1 Encourage identification and documentation of historic and architectural resources in the Plan area.

Policy 1-4.2 Protect and encourage reuse of historic resources in a manner that maintains and enhances the historic appearance of structures and neighborhoods.

Policy 1-4.3 Preserve architecturally or historically significant features, such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.

Preservation of Historic and Cultural Amenities

Goal 14 A community which preserves and restores the monuments, cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.

Objective 14-1 To ensure that the Plan Area's significant cultural and historical resources are protected, preserved and/or enhanced.

Policy 14-1.1 Establish one or more Historic Preservation Overlay Zones (HPOZ) to protect and enhance the use of historic structures and neighborhoods.

Policy 14-1.2 Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

Objective 14-2 To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.

Policy 14-2.1 Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion, enhancing the historic pattern.

Objective 14-3 To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

Policy 14-3.1 Support the Southwest Museum as a cultural resource, encourage expansion both on and off site, and preserve its present location in Mt. Washington.

Policy 14-3.2 Support the continued progress in the relocation and restoration of Victorian-era structures on the site along the Arroyo Seco Channel between Avenue 43 and Pasadena Avenue in Heritage Square.

Policy 14-3.3 Maintain the continued preservation of the unobstructed view from public locations of the unique natural formation of the Eagle Rock.

Silver Lake–Echo Park–Elysian Valley Community Plan Area

The *Silver Lake–Echo Park–Elysian Valley Community Plan* (City of Los Angeles 2004) includes the following goals, objectives, and policies related to historical resources:

Residential

Objective 1-5 Preserve and enhance neighborhoods with distinctive and significant historic or architectural character.

Policy 1-5.1 Protect and enhance the historic and architectural legacy of the Plan area's neighborhoods.

Policy 1-5.2 Encourage reuse of historic resources in a manner that maintains and enhances the historic character of structures and neighborhoods.

Historic and Cultural Resources

Goal 16 Identification, preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.

Objective 16-1 Ensure that the community's historically significant resources are protected, preserved and/or enhanced.

Policy 16-1.1 Assist private owners of existing historic resources and historically or architecturally significant structures to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Additionally, the *Silver Lake–Echo Park–Elysian Valley Community Plan* includes a list of some 71 designated historic properties within the CPA, including LA-HCMs and contributors to HPOZs; and a list of an additional 55 properties identified as "architecturally significant structures."

3.3.1.5 City of Los Angeles Historic Resources Survey

As described in Section 1.1.2.2, properties identified by SurveyLA as appearing eligible for local designation as an LA-HCM or as a contributor to a potential HPOZ, or for historic listing in the CRHR and/or NRHP are considered here to be historical resources for purposes of CEQA.

3.3.2 City of Vernon

The City of Vernon does not have a historical preservation program. Vernon does not have a historical preservation ordinance, and it does not maintain an inventory of historical properties. Additionally, no previous historical resources surveys have been conducted to identify potentially historical properties within city limits.

3.3.2.1 City of Vernon General Plan

The *City of Vernon General Plan* (City of Vernon 2015), adopted in 2007 and most recently amended in 2015, includes a Resources Element. Section 2.6 of the Resources Element, includes the following goals and policies related to historical resources:

> **Goal R-4** Recognize and preserve Vernon's contributions to the industrial and architectural history of Los Angeles.
>
> > **Policy R-4.1** Expand available cultural resource information by establishing a city-maintained database of historic sites and facilities.
> >
> > **Policy R-4.2** Support the efforts of interested agencies or private organizations to undertake surveys or other research efforts to document buildings and places in Vernon of historic and/or architectural significance.
> >
> > **Policy R-4.3** Ensure compliance with CEQA provisions regarding cultural resources at the time buildings or places of identified or potential historic or architectural merit are proposed for demolition.
> >
> > **Policy R-4.4** Establish local programs and practices that recognize places of local or other historic significance.

3.3.3 City of Maywood

3.3.3.1 City of Maywood Voluntary Historic Resource Designation Program Ordinance

The City of Maywood's "Voluntary Historic Resource Designation Program" Ordinance (*Maywood Municipal Code*, Title 5, Chapter 45) was approved and adopted on March 8, 2010. The ordinance allows for a landowner to voluntarily apply to have his or her historic property, structure, or improvement designated as a "Historic Resource" or "Historic Site." The ordinance defines a Historic Resource or Historic Site as "any site or specific improvement, manmade or natural, which has special character or special historical, cultural, architectural, archaeological, community or aesthetic value as part of the heritage of the City or the United States or which has been designated as historically significant in federal or state registers of historic places."

A proposed Historic Resource or Historic Site may be designated by the City Council upon the recommendation of the Planning Director if it meets at least one of the following criteria:

a. It exemplifies or reflects special elements of the City's cultural, social, economic, civic aesthetic, engineering, architectural, or natural history.
b. It is identified with persons or events significant in local, regional, state or national history.

c. It embodies distinctive characteristics of a style, type, period, design ideology, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship.

d. It is representative of the work of a notable builder, designer, or architect.

e. It contributes to the significance of an historic area, being a geographically definable area possessing a concentration of not less than fifty (50) percent of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development.

f. It has a unique location or singular physical characteristic(s) or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the City.

g. It embodies elements of architectural design, detail materials, or craftsmanship that represent a significant structural or architectural achievement or innovation.

h. It is similar to other distinctive properties, sites, areas, or objects based on an historic, cultural, or architectural motif.

i. It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning.

j. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

A designated historic resource or site is then listed in the City of Maywood's Register of Designated Historic Resources and Historic Sites. To demolish, construct, move, change the appearance of or make alterations to any designated historic resource or site, a "permit to alter or remove an historic site" must first be obtained. Such a permit is reviewed by Planning Director and approved or denied by the City Council. The ordinance also requires every owner of a designated historic resource or site to maintain and keep it in good repair.

No Historic Resources or Historic Sites have been designated in the City of Maywood. Additionally, no previous historic resources surveys have been conducted to identify potentially historic properties within city limits.

3.3.3.2 City of Maywood General Plan

The *City of Maywood General Plan* (City of Maywood 2007) includes a Conservation Element. Section 5.4. of the Conservation Element, includes the following recommendation:

> *5.4 CULTURAL RESOURCES PROGRAM. The background report (Section 5) identifies four structures in the city that have some historic significance to the community. These include Loma Vista School, the Primasing Home, Maywood Post Office, and Maywood City Hall. The city may wish to designate these structures as being historically significant to the community, either locally or through the State Office of Historic Preservation. In addition, the city may request the assistance of interested community volunteers or students in conducting a citywide historic survey.*

Section 5.7.3. of the Conservation Element, includes a brief city history and identifies several potential historic structures and sites, as follows:

> *5.7.3 HISTORIC SITES. The area in which Maywood is located was historically Indian land that was passed to the Spanish Crown in 1781. For the next century, the area remained largely undeveloped. By 1917, the area was part of a 2,300 acre ranch that was owned by a land development corporation. The*

ranch was used primarily to grow produce sold to markets in Los Angeles. The ranch was eventually subdivided to develop a community that selected the name Maywood. According to historical records, the name derived from a young woman who worked for the corporation. Christening of the town took place on May 4, 1919. Shortly after the establishment of the town, the first elementary school, called Washington (later renamed Loma Vista), was built in 1920. The other two schools were built soon after Loma Vista. The first structure in Maywood was a house at the corner of Slauson and Everett that was built in 1913.

HISTORIC SITES IN MAYWOOD

- *Loma Vista School – Maywood's first school (originally called Washington) built in 1920*
- *Primasing Home – First home in Maywood, built in 1913*
- *Maywood Post Office – Constructed in 1938*
- *Maywood City Hall – Constructed in 1938*

3.3.4 City of Bell

The City of Bell does not have a historical preservation program. Bell does not have a historical preservation ordinance, and it does not maintain an inventory of historical properties. Additionally, no previous historical resources surveys have been conducted to identify potentially historical properties within city limits.

3.3.4.1 City of Bell General Plan

The City of Bell's *2030 Comprehensive General Plan* (City of Bell, adopted in 2018), includes a Land Use and Sustainability Element, which includes the following program related to historical resources:

> **Design Guidelines and Review** The City shall continue to implement its current development review procedures. The purpose of the development review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. The development review process is an important component of development review. This process may be used to consider a potential development's impact on the architectural integrity of historically significant structures and sites.

Additionally, the Land Use and Sustainability Element identifies the Gage Avenue Area Plan as follows:

> **Gage Avenue** is also zoned, in its entirety, as C-3R. The City's traditional central business district, or downtown, extended along Gage Avenue. Many of the City's original commercial buildings are found in the area along Atlantic Avenue and continuing west towards the City's western boundary. Over time, many of these attractive older brick buildings have fallen into disrepair with a very high vacancy rate. The following measures will be implemented as part of the Gage Avenue Area Plan.
>
> As the downtown area undergoes gradual improvement, property owners will be encouraged to restore the old historic buildings to their original condition. Many businesses in this area already have brick facing and walls as well as other elements that may be restored to their original condition.

The *2030 Comprehensive General Plan* also includes a Resource Management Element. The planning background for this element outlines the city's various existing resource types, including Historic

Resources. This section of the element includes a brief historical narrative, along with a list of 17 historic structures identified within the City, as follows:

> ***Historic Resources*** *The Spaniards established missions in the area in the 1770s and the Gabrielino population started to decline. In 1822, the Mexican government took control of the area and large land holdings were divided into ranches. Very little development was found in the Bell area prior to 1896. The City was named after James George Bell. James George Bell came to California in 1875 where he purchased land and constructed the Bell Ranch, where he raised cattle and farmed his land. In 1902, the first five-acre parcels were put on the market. James Bell became the town's postmaster and led efforts to develop water resources, get a railroad into the area, and build schools, churches, and other development. He also assisted in founding Occidental College. Historic and potential historic resources in the City are identified [below]:*
>
> *HISTORIC STURCTURES IN BELL*
>
> - *Bell House (Landmark #C3) – 4401 Gage Avenue; 1887 California Block Farm*
> - *Commercial – 3550 Gage Avenue; Decorative brick*
> - *Commercial – 3923 Gage Avenue; Decorative masonry and tile*
> - *Commercial – 4000 Gage Avenue; Decorative tile, stained glass*
> - *Commercial – 4035 Gage Avenue; Decorative vertical masonry*
> - *Commercial – 4053 Gage Avenue; Decorative vertical masonry, shields*
> - *Commercial – 4054 Gage Avenue; Decorative brick*
> - *Commercial – 4063 Gage Avenue; Decorative vertical and curved masonry*
> - *Commercial – 4069 Gage Avenue; Decorative vertical masonry*
> - *Commercial – 4071 Gage Avenue; Decorative vertical, spiked*
> - *Commercial – 4111 Gage Avenue; Decorative brick*
> - *Commercial – 4121 Gage Avenue; Decorative masonry*
> - *Commercial – 4356 Gage Avenue; Decorative brick*
> - *Commercial – 4411 Gage Avenue; Façade design*
> - *Commercial – 4400 Gage Avenue; Decorative brick, masonry*
> - *Commercial – 4612 Gage Avenue; Oasis brick service station*
> - *Commercial – 4722 Gage Avenue; Decorative masonry, façade*
>
> The City has one structure, the James George Bell House ("Bell House"), listed in the CRHR (registered on August 6, 1999). This structure was constructed in 1887 on Gage Avenue near Salt Lake Avenue. This home was constructed by the City's founder, James George Bell, and is an example of a California Block Farm House that was common in the late 1800s. This historic residence was relocated to 6500 Lucille Avenue in 1912 and was again relocated to the Civic Center in the early 1990s. A number of older potentially historically significant structures are found along Gage Avenue, between Atlantic Avenue and Salt Lake Avenue. These structures feature decorative masonry, shields, crowns, stained glass, vertical spires, bricks, and tiles.
>
> The *2030 Comprehensive General Plan's* Resource Management Element goes on to outline the following issues, policies, and programs related to historical resources:

ISSUE To promote the conservation and preservation of cultural resources for the benefit of future generations.

POLICY Resource Management Element Policy 18. The City of Bell shall identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City. The City shall actively pursue funding and grants to finance preservation. Finally the City shall create an inventory of important sites/buildings and develop a preservation program.

PROGRAM Cultural Awareness. A cornerstone of this program will be the continued use of the Bell home as a depository for the storage and collection of artifacts, photographs, books, and displays. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture. These materials include books, photographs, artifacts, furniture, etc., that may be displayed in the future. The City will continue to support cultural resource conservation and preservation efforts in Bell.

PROGRAM Historic Building Code. The City will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require city staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures. (RME p. 73)

3.3.5 Los Angeles County

3.3.5.1 Los Angeles County Historic Preservation Ordinance

Los Angeles County's Historic Preservation Program is composed of its Historic Preservation Ordinance and its Mills Act Historical Property Contract Program. The Historic Preservation Ordinance (Los Angeles County Code, Chapter 22.124), adopted by the Board of Supervisors on September 1, 2015, establishes criteria and procedures for the designation, preservation, and maintenance of landmarks and historic districts.

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

- It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
- It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
- It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
- It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;

- It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the CRHR;
- If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
- If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

A property that is less than 50 years of age may be designated as a landmark if it meets one or more of these criteria and exhibits exceptional importance. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark.

Also outlined under the County's Historic Preservation Ordinance, a geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:

- More than 50 percent of owners in the proposed district consent to the designation;
- The proposed district satisfies one or more of the [landmark] criteria; and
- The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

A landmark or historic district may be nominated by the property owner, the public, the Historical Landmarks and Records Commission, or the Board of Supervisors.

3.3.5.2 Los Angeles County General Plan

The Los Angeles County *General Plan 2035* (County of Los Angeles Department of Regional Planning 2022) provides the policy framework for how and where the unincorporated County will grow through the year 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center. *General Plan 2035* was adopted by the Los Angeles County Board of Supervisors on October 6, 2015.

General Plan 2035 includes a Land Use Element, updated July 14, 2022, which outlines a number of Special Management Areas, which require additional development regulations to prevent the loss of life and property, and to protect the natural environment and important resources. This section of the General Plan includes the following:

> *HISTORIC, CULTURAL AND PALEONTOLOGICAL RESOURCES. Historic, Cultural and Paleontological Resources include historic buildings, structures, Native American artifacts or sites, and districts of historical, architectural, archaeological, or paleontological significance that are officially recognized by the California Office of Historic Preservation or identified in authoritative surveys of archaeological societies, historical societies, or academic studies. Historic, Cultural and Paleontological Resources are described in greater detail in the Conservation and Natural Resources Element.*

The Land Use Element identified multiple issues. The issue entitled "Creating Opportunities for Infill Development" includes the following:

ADAPTIVE REUSE. Adaptive reuse can play a key role in revitalizing older, economically-distressed neighborhoods. Older and often historically significant buildings can be recycled and converted into other uses, such as multifamily residential developments, live and work units, mixed-use developments, or commercial uses. However, preexisting conditions, such as building location, lack of onsite parking, footprint and size can add to the difficulty in meet current zoning regulations and development standards. Regulatory incentives, such as flexibility in zoning, are needed to encourage the adaptive reuse of older buildings.

General Plan 2035 also includes a Conservation and Natural Resources Element, which includes a section entitled "Historic, Cultural, and Paleontological Resources," which reads, in part:

Historic, cultural, and paleontological resources are an important part of Los Angeles County's identity. This section sets forth goals and policies for the management and preservation of historic, cultural, and paleontological resources in the unincorporated areas.

The resources described in this section include historic buildings, structures, artifacts, sites, and districts of historic, architectural, archaeological, or paleontological significance. They may be locations of important events that were turning points in the history, or be unique structures or groups of structures possessing distinct architectural features that depict a historic period.

Historic, cultural, and paleontological resources are non-renewable and irreplaceable. The County aims to promote public awareness of their value, and their public enjoyment should be fostered whenever possible. To this end, the County promotes cooperative efforts between public and private organizations to identify, restore, and conserve these resources.

Under the heading "Historic Resources Sites," the Element notes that the state designates historic resources as Historical Landmarks or Points of Historical Interest which are listed in the CRHR, and that many of these Historical Landmarks and Points of Historical Interest are within the County's jurisdiction. While the great majority of these resources are located in cities, 31 are located in the unincorporated areas of the County.

The Conservation and Natural Resources Element includes the following goals and policies related to historical resources:

Goal C/NR 14 Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1 Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.2 Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.

Policy C/NR 14.3 Support the preservation and rehabilitation of historic buildings.

Policy C/NR 14.4 Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).

Policy C/NR 14.5 Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6 Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

04

EXISTING SETTING

4.1 Description of the Area of Potential Impact

The Proposed Project and its options run along an approximately 8-mile stretch of the LA River channel, between Elysian Valley in the City of Los Angeles on the north to the City of Vernon in the south. Traveling from north to south, the Proposed Project and its options passes by or through a series of additional riverside communities, including Cypress Park, Elysian Park, Lincoln Heights, Chinatown, Downtown Los Angeles, Little Tokyo, Arts District, Industrial District, Boyle Heights, and East Los Angeles. The Proposed Project API exists within a complex urban landscape. The LA River is surrounded by rail, roads, utilities, bridges, and pathways. The river is an important corridor for both commuter and freight railways, with rail lines running along both the east and west banks and crossing the river on multiple at-grade and elevated bridges. The LA River also serves as a major utility corridor, including electricity, gas, oil, telecommunications, cable, water, and sewers. A map illustrating the Proposed Project footprint is shown in Figure 1-1.

4.2 History of the Area of Potential Impact

4.2.1 Purpose

The historic context developed for the Proposed Project describes the historical development of the LA River and adjacent communities over time. *A historic context is not a comprehensive history of an area. Rather, it is intended to highlight trends and patterns critical to the understanding of the built environment*. The purpose of this historic context is to highlight trends and patterns critical to the understanding of the built environment and to provide a framework for identifying and evaluating potential built-environment historical resources within the Proposed Project API. This historic context is organized into four themes: the history and development of the LA River itself; the construction of the many bridges crossing the river; the historical development of the various communities alongside the river; and the development of the railroads and associated industrial districts along the river.

Since the completion of SurveyLA, properties located within the City of Los Angeles are typically evaluated using the framework provided by the Los Angeles Citywide HCS, as well as the various CPA survey reports. As such, this historic context uses these documents as appropriate in the development of the following themes to ensure consistency in the identification and evaluation of built-environment historical resources within the city limits. The City of Vernon does not have a historic context. However, the story of the LA River and of riverside development in Vernon is historically associated with that of adjacent areas in the City of Los Angeles. Thus, relevant documents developed by SurveyLA are also applicable to the portion of the Proposed Project API in the City of Vernon.

4.2.2 Historic Context

4.2.2.1 Theme: The Los Angeles River

Exploration and Early Settlement Along the River

The Los Angeles basin occupies a semiarid region that receives about 15 inches of precipitation per year but is surrounded by mountains that receive three to four times that amount of rain annually (LACDPW 2021). Historically, the runoff from the Simi Hills and the Santa Susanna Mountains fed the LA River, creating rich habitat for flora and fauna both in the river itself and along its banks. As a result, the LA River became a focal point for the earliest human inhabitants of the area.

It is believed that the First Peoples lived along the LA River and its tributaries some 20,000 years ago. During a period between 2000 BCE and 700 CE, the Uto-Aztecan (formerly known as Shoshonean) peoples were present in the Los Angeles basin. By 1500 CE, dozens of First Peoples had established villages throughout what is now Los Angeles County, many of them situated near bodies of water, such as rivers, streams, and wetlands. The First Peoples now known as the Tongva[10] established multiple villages throughout the region, including the village of Yang-na (or Yaanga) on the west bank of the LA River, near where Los Angeles City Hall stands today. The LA River —known as "Paayme Paxaat" (meaning "west river")—was rich with plant and animal life and thus offered ideal locations for settlement (LACDPW 1996). Two other riverside communities of indigenous people were located north of Yang-na on the river. They included Geveronga, just east of the river and north of Yang-na, and Maugna, near the present-day intersection of the LA River, I-5, and SR-110 (ULARTWG 2020).

In 1769, Spanish explorers found more than two hundred Tongva tribe members at Yang-na. Gaspar de Portolá and his expedition were the first Europeans to pass through the region, naming the LA River "Río de Porciúncula" after having celebrated the jubilee of Our Lady of Los Angeles de Porciúncula the day prior. Father Juan Crespí, the expedition's diarist, described the river as follows:

> *"...through a pass between low hills, we entered a very spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river from the northwest and then doubling the point of a steep hill, it went on afterwards to the south...we halted not very far from the river, which we named Porciúncula (LACDPW 1996)."*

In 1776, Juan Bautista de Anza led an expedition of some 240 colonists, 30 soldiers, and their families from New Spain (Mexico) to San Francisco (NPS 2021). Many scholars believe they camped along the LA River on the way.[11]

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10 Later, missionaries would ascribe the names "Gabrielino" and "Fernandeño" to the Tongva that were used as forced labor to build Mission San Gabriel and Mission San Fernando, respectively.

11 Although this is the generally accepted path of the Anza expedition, some members of the Anza Society have suggested an alternative route that led through present-day Hollywood into the San Fernando Valley, and not along the LA River.

Excavation of the Zanja Madre, 1978
Source: LAPL

The Pueblo de los Ángeles was founded by the Spanish in September of 1781 along the west bank of the LA River. Los Angeles was laid out in a strict grid in accordance with the Laws of the Indies, which the Spanish applied to the founding of new settlements. Within a month of the pueblo's founding, the Zanja Madre (or "Mother Ditch") was constructed to carry water from the river to the pueblo (Peleg 2017). This irrigation ditch ran from a point near the present-day North Broadway Viaduct, along the base of the bluff to the pueblo's central plaza, forming the first portion of what would become Los Angeles' original water system.

The original version of the Zanja Madre was powered by a water wheel, with the "Mother Ditch" feeding a series of other ditches. By 1836, the pueblo government enacted measures to control the water carried by the zanja system and restricting its use for bathing and washing clothes (Geosyntec 2021). By the late 1860s, the Zanja Madre was used more for agricultural irrigation than as a household water supply. By 1877, the ditch was enclosed with brick and buried. In 1884, it was widened to three-and-a-half feet in diameter: "...at its zenith, in the early 1880s, the low service water system for the city consisted of the main ditch and eight side ditches" (LOC 2021). By 1904, this system of irrigation ditches was largely abandoned.[12]

Flooding in a Growing City

Reports from the California missions indicate that severe flooding along the LA River was a regular occurrence (Geosyntec 2021). However, because the lands adjacent to the river were primarily dedicated to agricultural efforts during this early settlement period, most of these floods "did no damage, and in many ways did good" (Gumprecht 2001). Commercial and industrial operations that would have been negatively impacted by flooding were scarce, as development in the surrounding region was limited and would remain so until the land boom of the 1880s.

Although the resulting damage from these early flood events may have been minimal, their impact was hardly inconsequential. Some of these floods were substantial enough to alter the course of the river itself—"an ancient and very natural tradition" that occurred time and time again in the Los Angeles region (Gumprecht 2001). However, as the region became increasingly populated, such shifts in the river's alignment posed greater hazards to human habitation (Gumprecht 2001). The first recorded flood of the LA River was in 1811. In 1815, after 10 days and nights of rain, the river again overflowed its banks, flooding both the plaza and the village of Yang-na. The force of the water re-routed the river's path closer to the plaza, along present-day North Spring Street (Water and Power Associates 2021). As a result, in 1818 the plaza was relocated to higher ground, where it is located today.

Flooding continued to occur on a semi-regular basis throughout the late 19th and early 20th centuries, and the impacts became more severe as development in the surrounding region increased.[13] The arrival of the Southern Pacific Railroad (SPRR) in 1876 marked the beginning of a period of

[12] Beginning around 2000, a number of construction projects in the Chinatown area began to unearth additional portions of the zanja system. In 2005, a 75-foot segment of brick conduit was uncovered as part of Metro's Gold Line Extension project; this segment remains visible along the edge of the former River Station site (now Los Angeles State Historic Park).

[13] Historical records indicate 17 floods occurred between 1815 and 1938 (Salazar 2013).

tremendous population and economic growth, which was accompanied by a land boom in the 1880s. Construction activity along the LA River intensified, physically transforming the topography of the flood plain and altering the ecology of the region such that even smaller flooding events would cause substantial damage (Orsi 2004). With each new building or roadway, the land area available to absorb rainfall and runoff was reduced, thereby increasing the potential for flooding. Thus, as the Los Angeles region continued to grow, the flood danger grew with it (Gumprecht 2001).

In February 1914, the Los Angeles region experienced what was considered the most damaging flood to date. Following three straight days of rain, every major river and stream in Los Angeles County overflowed. Infrastructure networks were seriously compromised as bridges, highways, harbors, and even utility lines were washed out. Commercial and industrial operations which had located near the river for ease of transportation were destroyed. The river's biggest bottleneck occurred near Downtown LA—where the riverbed naturally narrowed and water flow was impeded by the piers of numerous bridges spanning the river—leading to some of most extensive damage. Notably, this flood took place just four months after the completion of William Mulholland's Los Angeles Aqueduct, which brought water to Los Angeles from the Owens Valley, thus replacing the LA River as the region's primary source of water.

Dayton Avenue/Riverside Drive and Southern Pacific Railroad Bridges during Flooding, 1938

Source: Los Angeles Times

With the confluence of these two events, the 1915 Los Angeles County Flood Control Act established the Los Angeles County Flood Control District (LACFCD) and empowered it to develop a comprehensive flood control program (Gumprecht 2001). Soon thereafter, the LACFCD's chief engineer proposed channelization of the LA River to control downstream impacts. However, infighting amongst government officials, a lack of public funding, and the intervention of World War I prevented the implementation of such an ambitious plan. Instead, the actual work completed at this time was minimal: the LA River and various streams were straightened, deepened, and widened to help mitigate future floods. However, little else would be accomplished until the next major flooding event.

US Army Corps of Engineers and the Channelization of the LA River

More destructive flooding occurred in 1934, spurring the development and passage of the Flood Control Act of 1936, which allowed the USACE to take a lead role in supervising permanent future flood control plans for the region. The first test of these improvements came in March of 1938, when a massive rain event led to the largest flood discharge on record. Raging floodwaters cut new bends in the riverbed, demolished bridges, and eroded roadways. Railroad tracks along the levee near the Macy Street Bridge (now the Cesar E Chavez Avenue Viaduct) were completely washed out. The flooding caused millions of dollars in damage and killed 49 people in Los Angeles County.

The flood of 1938 demonstrated both the efficacy and inadequacy of certain channel interventions. For example, flooding was limited in areas south of the Arroyo Seco confluence, where most of the LA River had already been confined between levees protected by riprap or cement. Also, the only channel sections that were able to withstand the force of the floodwaters were those constructed in reinforced concrete. These lessons learned were immediately incorporated into revisions of the larger channelization plan. As a result, the LACFCD requested assistance from the United States Congress, which passed the Flood Control Act of 1938, authorizing the USACE to prepare a revised plan for the entire Los Angeles County Drainage Area (LACDPW 1996). Bolstered by $13.9 million in funding from the Works Progress Administration (WPA) and the federal government, construction was soon underway on what was the first comprehensive flood control effort for the LA River (LACDPW 1996).

Workers removing rocks from the banks of the LA River during channelization, 1937

Source: LAPL

Channelization of the LA River, looking north toward the Seventh Street Viaduct, 1937

Source: LAPL

The work was supervised by the USACE using the labor of unemployed individuals on the WPA relief roles. In one year, the ranks of the LACFCD grew from 15 people to 17,000, 95% of which were hired from federal unemployment rolls (Salazar 2013). Prior to World War II, channelization work was mostly conducted manually, with the concrete hand-screed and finished. In the postwar period, mechanization replaced hand methods, substantially increasing productivity. In 1939, the first segment of trapezoidal concrete channel was completed at the border of Los Angeles and the City of Vernon (Gumprecht 2001).

The design of the channel itself varied substantially throughout its length—in terms of its dimensions, shape, material, and configuration—depending on the conditions of the river and existing surrounding development. Trees were removed from banks, vegetation was cleared, and the riverbed was often lowered and straightened. Bends in the river's natural path were straightened wherever possible to increase water flow. Both rectangular and trapezoidal channels configurations were used: trapezoidal channels were usually less costly to construct but were wider and required more ROWs; rectangular sections were deeper and narrower and thus used in more constrained areas (Turhollow 1975). One of the few sections of the river that escaped channelization was in the Elysian Valley where the presence of freshwater springs made concrete channelization undesirable, resulting in a soft bottom riverbed rich in vegetation and bird life.

The Flood Control Act of 1941 approved an additional $25 million for immediate work. The effort was renamed the Los Angeles County Drainage Area Project. Appropriation of these funds during wartime was related to Southern California's increased importance as a defense industry production hub. Between 1948 and 1958, Congress authorized an additional $146.5 million for Los Angeles flood control projects. The last section of concrete channelization was completed in November 1959. The full channelization of the LA River took more than two decades to complete, requiring over three

million barrels of concrete and 10,000 workers. By the end of the project, the LA River had been completely transformed into a 51-mile "engineered waterway" (LACDPW 1996).

LA River Renaissance

As successful as the USACE's channelization of the LA River was in controlling damaging flood events, it was equally successful at separating a city from its river. As Blake Gumprecht notes:

> *Through much of its course, the Los Angeles River is hard to imagine as a river at all. Its channel is artificial, its bed and banks constructure of concrete reinforced with steel. Little water flows in the river except during storms. At other times the flow is mostly treated sewage, discharged into the channel from three plants in the San Fernando Valley. The river was built to accommodate storm surges twenty thousand times its dry-season flow, yet the bulk of the water it carries nine months out of the year is confined to a much smaller, low-flow channel cut through the center of its wide bed. Most often the river is a broad swath of dry pavement that looks like nothing so much as a deserted freeway (Gumprecht 2005).*

In fact, during the 1980s, there was a proposal to actually use the river as a freeway—with the stretch from the San Fernando Valley to Downtown LA reserved for buses, vans, and carpoolers—and the stretch from Downtown LA south to Long Beach for truck traffic traveling to and from the Port of Los Angeles ("L.A. River Revitalization Ideas" 2015). Although the project was never realized, its mere proposal sparked a grass-roots movement to revitalize the river and reconnect it to the region through which it flows. In 1986, poet and activist Lewis MacAdams founded Friends of the LA River (FoLAR) with the goal of challenging negative perceptions of the LA River as a "scar that ran through the city." Recognizing the river's potential for habitat restoration, open space, and recreation, FoLAR began its fight to re-establish the river's identity as one of the region's great natural amenities (FoLAR 2021). In 1989, FoLAR organized the first annual Great LA River CleanUp, organizing volunteers to remove trash from the river. In 2005, FoLAR and the City of Los Angeles developed a program to install iconic signs at river crossings, effectively branding the LA River and alerting passersby to its presence.

Efforts to reclaim, reimagine, and restore the LA River have resulted in various plans and studies over the years, including the *Los Angeles River Master Plan* (LACDPW 1996); the *Los Angeles River Revitalization Master Plan* (BOE 2007); the *Los Angeles River Ecosystem Restoration Integrated Feasibility Report* (USACE 2015); and the updated *L.A. River Master Plan* (Geosyntec 2021). Although isolated projects have been realized along certain portions of the LA River, to date none of these comprehensive plans have been successfully implemented.

4.2.2.2 Theme: LA River Bridges

The story of the bridges constructed across the LA River is a reflection of the development of Los Angeles. These bridges enabled the growth and expansion first of the pueblo, and then of the burgeoning city. They carried the railroads that brought people and goods to the region, and distributed Southern California's abundance of agricultural and manufactured products throughout the country. In the first half of the 20th century, the LA River bridges were a demonstration of Los Angeles' enthusiastic embrace of the automobile. In the postwar era, the bridges were evidence of the ways in which the city was being transformed by widespread suburbanization and an extensive system of freeways. Today, new bridges across the LA River represent the city's return to a more diverse transportation ecosystem that incorporates pedestrians, bicyclists, and mass transit.

Early Bridges Across the LA River

The bridge structures over the LA River have evolved considerably over time, particularly with changes in modes of transportation and advances in construction methods and engineering technology. However, the locations of these bridges have remained remarkably constant. While none of the earliest LA River bridges survive today, their stories contribute to our understanding of how the current bridges came to be.

Old Macy Street Bridge (1909), as it appeared in 1928

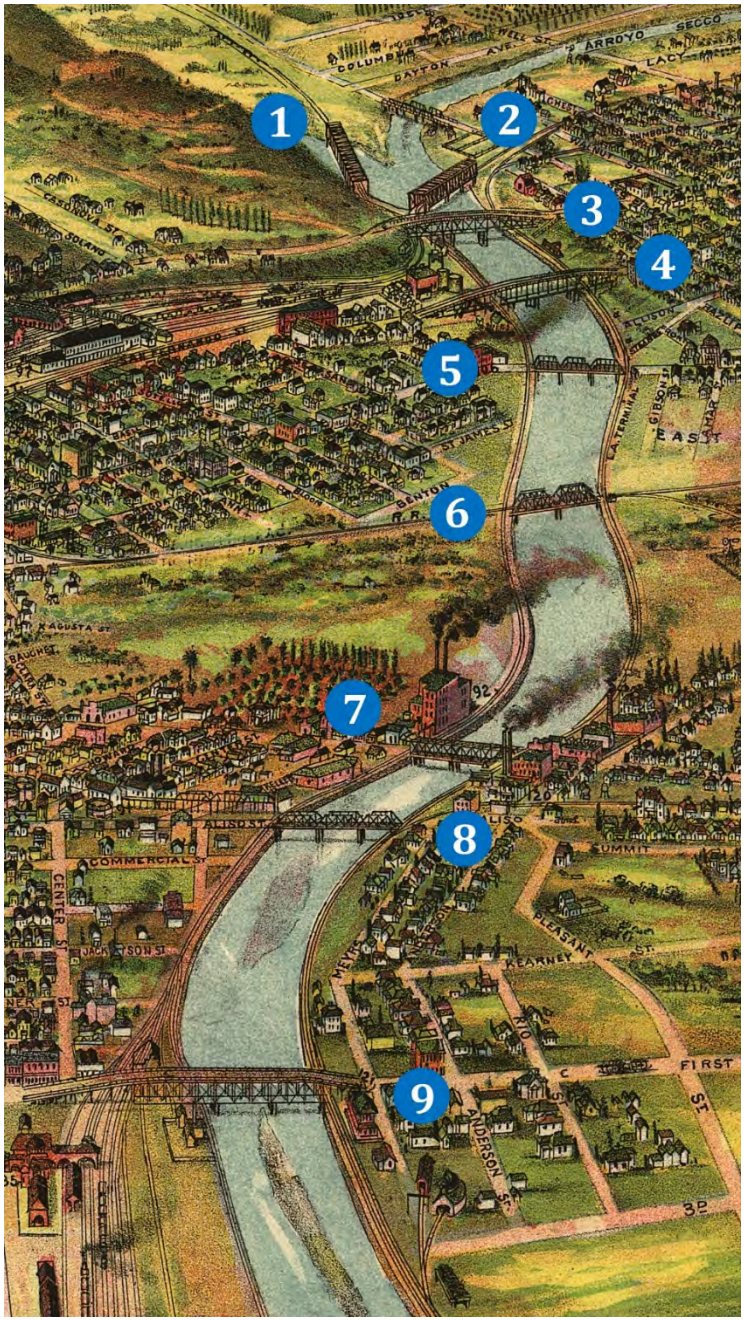
Source: Los Angeles City Archives

Old First Street Viaduct (1889), as it appeared in 1927

Source: Los Angeles City Archives

The first known permanent bridge over the LA River was the Old Aliso Street Bridge, built in 1870 along the route of the El Camino Real, where the US-101 Freeway bridge is today (LA City Archives). This river crossing is indicated on an 1884 map of Los Angeles, along with six other roadway and railroad crossings (Stevenson 1884). The bridge connecting San Fernando Street (now North Spring Street) west of the river with Downey Avenue[14] (now North Spring Street) east of the river was constructed in 1875, and by 1888 also accommodated a streetcar line (LA City Archives). Typically, these earliest bridges were either relatively short-lived wooden structures, or sturdier iron-truss bridges constructed by the railroads. The original bridge at Macy Street (now Cesar E Chavez Avenue) was described on an 1888 Sanborn map as a covered wooden bridge. An 1894 perspective drawing of Los Angeles depicts nine bridge structures over the LA River, all of which were historically situated within the Proposed Project footprint (Figure 1-1).

[14] Downey Avenue in Los Angeles should not be confused with Downey Road in the City of Vernon.



Perspective Map of Los Angeles (detail), B.W. Pierce, 1894

Bridges over the LA River, listed north to south, include:

1) Railroad bridge for the AT&SF Railway
2) Railroad bridge for the Salt Lake Route
3) Roadway bridge at Buena Vista Street (now North Broadway)
4) Roadway bridge at Downey Avenue (now North Spring Street)
5) Roadway bridge at Main Street
6) Railroad bridge at Mission Junction
7) Roadway bridge at Macy Street (now Cesar E Chavez Avenue)
8) Roadway bridge at Aliso Street (now US-101)
9) Roadway bridge at First Street

Source: Library of Congress

With the coming of the railways, bridge construction evolved towards viaducts, not only spanning the river itself, but the adjacent rail lines along one or both sides of the river. The original LA River bridge at First Street appears to have been an early viaduct, straddling railroad tracks along both sides of the river, as well as a rail yard along the west bank. Originally a wooden structure, the First Street Bridge was washed out in the flood of 1884 and replaced with the iron-truss First Street Viaduct in 1889. By the 1890s, LA River bridges were being designed or modified for various modes of transportation. The Buena Vista Street Bridge, originally constructed as a wagon bridge, was widened to accommodate a streetcar line and pedestrian footpath. The 1889 First Street Viaduct was designed to accommodate pedestrian paths on either side of the streetcar tracks.

A comparison of perspective drawings of Los Angeles from 1894 and 1909 suggest a number of bridge upgrades during this period. A three-span truss roadway bridge at Main Street, formerly depicted as being at-grade, is now shown as elevated as it spans the LA River. A two-span truss railroad bridge at Mission Junction has been replaced with a single-span truss bridge. A single-span roadway bridge at Macy Street (now Cesar E Chavez Avenue) has been joined by an additional two-span truss bridge immediately to the south. A three-span truss bridge at Aliso Street is now depicted as pair of at-grade beam-and-girder bridges (Birdseye View Publishing Co.1909).

Of the 31 existing bridges that span the LA River within the Proposed Project footprint, only one dates from this early period of bridge building. The Metrolink Mission Junction Railroad Bridge North (Yuma Main Connector) was originally constructed in 1902 as a three-span truss bridge. Crossing the LA River just north of Mission Tower, between the North Main Street Bridge and the Metrolink Mission Junction Railroad Bridge South (San Gabriel Connector), two of its steel-truss spans were replaced with steel girder spans in 1938. Continuing flooding events were not kind to these early river crossings, as raging flood waters often rendered bridges impassable, if they did not wash them away completely.

City of Los Angeles Monumental Bridges, 1910–1932

By the early 20th century, it was becoming clear that if Los Angeles wanted to continue its evolution into a modern city, it would need to upgrade its transportation infrastructure, including building more and better bridges across the LA River. As the city's population boomed, so did the need for greater capacity on its railroads and roadways alike. Within the City's Department of Public Works, traffic and bridge engineers agreed that the construction of larger and more permanent bridges and grade separations was key to improved traffic circulation in Los Angeles (HAER 2002). Along the LA River in particular, the flood of 1914 exposed the vulnerabilities of existing bridges, presenting added incentive for upgrades to existing river crossings.

By this time, the truss-span bridge had fallen out of favor among bridge designers. Wholly utilitarian in its design, the truss bridge was particularly offensive to proponents of the City Beautiful Movement, which advocated for fine public buildings and infrastructure that would enhance the beauty of the American city, that by the late 19th century had become ugly and visually cluttered. By contrast, a well-designed bridge—combining aesthetic beauty with improved functionality—could serve as a civic monument within the larger urban landscape. Among the strongest advocates of City Beautiful Movement in Los Angeles were the members of the Municipal Art Commission, a citizen-driven organization founded in 1903 to promote the general improvement of civic conditions. The Commission wielded influence over the design of all major public projects within the city, including its bridges (JRP 2004).

Buena Vista Street Viaduct (1911), as it appeared c. 1924

Source: USC

In 1907, the Commission engaged Chicago-based architect Charles Mulford Robinson to develop a city-funded plan for Los Angeles. In his plan, entitled, "Los Angeles: The City Beautiful," Robinson argued that large public structures like bridges be designed not only to be functional but aesthetically pleasing, making

them a source of civic pride. Regarding the bridges spanning the LA River in particular, Robinson advocated the use of concrete-arch designs to replace the unsightly metal-truss bridges that were then common up and down the river. He also encouraged the use of Neoclassical architecture in the design of these new bridges, due to the style's association with the monumental civic structures of ancient Greece and Rome (JRP 2004).

Thus, between 1910 and 1932, the City of Los Angeles embarked upon one of the most ambitious bridge building programs ever undertaken by an American city, producing some of the most beautiful and substantial bridges found in California (Caltrans 1990). The first important figure in the program to erect a series of new bridges over the LA River was Homer Hamlin, City Engineer with the Los Angeles BOE. In an article entitled "Bridge Construction in the City of Los Angeles," Hamlin outlined the Bureau's new policy of bridge construction, which embraced City Beautiful concepts and echoed Robinson's call to consider both aesthetic appeal as well as functionality (JRP 2004).

As such, Hamlin initiated a program for the systematic replacement of existing bridges over the LA River with structures that were "permanent, adequate for future needs, and at the same time sightly" (HAER 2002). The material of choice for most of these bridges would be reinforced concrete. Due to the ready availability of high-quality cement in California and the high cost of steel, the use of concrete addressed the cost concerns of government in addition to meeting the aesthetic requirements of City Beautiful Movement proponents. The concrete bridges were designed by the Los Angeles BOE and the Division of Highways (HAER 2002). The first two LA River bridges to be designed under the Bureau's new policy were the North Main Street Bridge, and the North Broadway Viaduct.

The North Main Street Bridge (Caltrans Bridge 53C1010) was the first of the monumental LA River bridges. This 311-foot open-spandrel concrete-arch bridge originally carried both automobiles and electric trolley cars, and today is the only at-grade bridge remaining in Downtown LA. Designed in the Beaux Arts style, it features a decorative concrete guardrail with a Roman lattice pattern, and ornamental concrete light standards with dual globes. Completed in 1910, the North Main Street Bridge was the first reinforced concrete three-hinged bridge west of the Mississippi River (Caltrans 1990). The Buena Vista Street Viaduct (now North Broadway Viaduct, Caltrans Bridge 53C0545), was completed in 1911. This bridge incorporates a Classical balustrade with 12 viewing balconies, and monumental Classical columns throughout. At the time it was built, the North Broadway Viaduct was the longest and widest concrete bridge in the State of California (Los Angeles Conservancy 2008), as well as the first open-spandrel arch bridge in the state (Caltrans 1990).

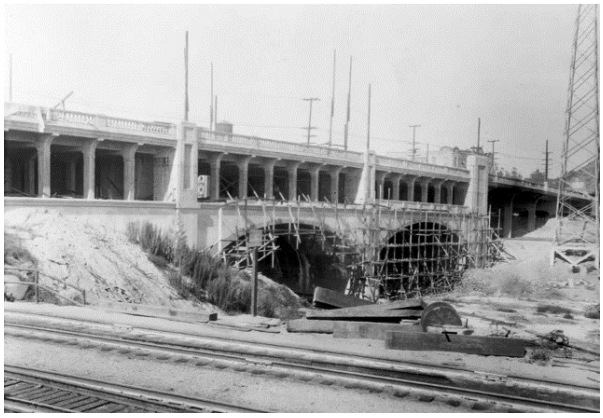
Ninth Street Viaduct (1925), as it appeared in 1928

Source: LA City Archives

Macy Street Viaduct (1926), as it appeared in 1928

Source: LA City Archives

Following Hamlin's death in 1920, the driving force behind Los Angeles' bridge building program was Merrill Butler. Butler served as Engineer of Bridges and Structures for the City's BOE from 1923 to 1961. Under his stewardship, and with funding from the Viaduct Bond Act of 1923, the Bureau designed and constructed an addition nine monumental LA River bridges in Downtown LA over a period of just 7 years.[15] The Ninth Street Viaduct (Caltrans Bridge 53C0163) was completed in 1925, replacing the old Ninth Street Bridge. The reinforced concrete-arch and T-beam structure is 1,425 feet long with 37 spans, and originally carried electric trolleys, as evidenced by the trolley wire brackets still present on the light standards. This bridge was later renamed the Olympic Boulevard Viaduct to commemorate the 1932 Olympic Games held in Los Angeles. In 1926, the Macy Street Viaduct (now the Cesar E Chavez Avenue Viaduct, Caltrans Bridge 53C0130) replaced the old steel-truss Macy Street Bridge. This is the only one of the monumental LA River bridges designed in the Spanish Baroque style, in honor of its location along the historic El Camino Real.



Seventh Street Viaduct (1910), with the upper deck under construction in 1927

Source: LA City Archives

North Spring Street Viaduct under construction in 1928

Source: LA City Archives

The Seventh Street Viaduct (Caltrans Bridge 53C1321) is unique among the LA River bridges, composed of a 1927 upper-deck addition constructed atop a 1910 at-grade streetcar bridge. Not a true double-decker, the upper deck was added to span the railroad tracks along the river; the lower deck is no longer functional. In this way, the Seventh Street Viaduct is representative of the city's changing transportation needs in the early 20th century. Two LA River bridges were constructed in 1928. The North Spring Street Viaduct (Caltrans Bridge 53C0859) replaced the old metal-truss Spring Street Bridge. The Dayton Avenue Bridge, another open-spandrel concrete-arch bridge, was also completed that year. However, the central span was washed out by the flood of 1938 and replaced with a steel-truss span connecting to the remaining concrete approaches on either side of the river. This bridge was demolished in 2014 and replaced with the new Riverside Drive Viaduct just to the north (Caltrans Bridge 53C2355). Remnants of the original Dayton Avenue Bridge—known colloquially as the "Riverside Ruins" —remain along the west bank of the river.

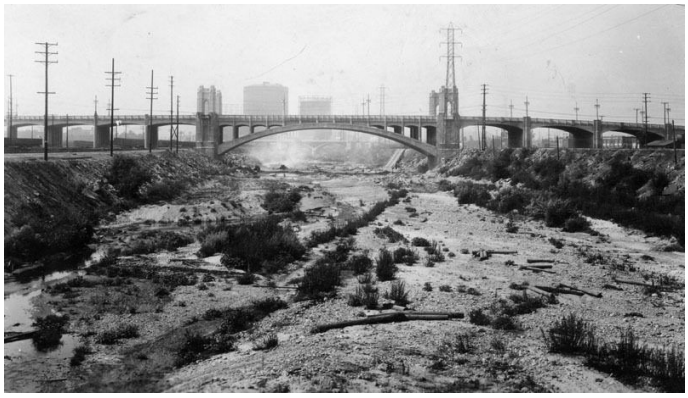
The First Street Viaduct (Caltrans Bridge 53C1166) opened to traffic on January 1, 1929. This 1,300-foot structure spans the LA River and Santa Fe Railway in 28 spans. Ten triumphal arched porticos extend above the river piers and contain projecting viewing balconies with benches. The Fourth Street Viaduct (Caltrans Bridge 53C0044) replaced the last remaining wooden bridge in Downtown LA. Completed in 1931, it was noted in professional literature for its innovative fixed-hinge design (Los

[15] This does not include several additional LA River bridges constructed outside the downtown area during this period, including the Fletcher Drive Bridge (1927), the Glendale/Hyperion Viaduct (1928-1929), and the Riverside Drive Bridge at Griffith Park (1938) (JRP 2004).

Angeles Conservancy 2008). The Fourth Street Viaduct is also one of only two LA River bridges to depart from the Beaux Arts and Classical aesthetic, instead using a period revival design. Designed in the Gothic Revival style, it features four monumental pylons with lancet arches and built-in benches, decorative metal lanterns, and perforated trefoils in the concrete guardrails. The Washington Boulevard Bridge (Caltrans Bridge 53C1375), completed in 1931, is notable primarily for the terra cotta frieze panels on its four monumental pylons, depicting the art of bridge building: "The colorful figures, which depict the actions of surveyors, draftsmen, hod carriers, and others, celebrate the heroism of everyday events and people." In this way, this artwork prefigures the style and themes of the WPA Federal Art Project of the late 1930s (Caltrans 1990).

The Sixth Street Viaduct (Caltrans Bridge 53C1880) was the last, and in many ways the grandest, of the monumental LA River bridges. At nearly two-thirds of a mile long, it is the largest and longest viaduct constructed on the LA River, and at the time of its completion in 1932 was the longest concrete viaduct in the world (Los Angeles Conservancy 2008). This steel-arch structure was also the first bridge in Los Angeles to incorporate Moderne and Art Deco elements. The original Sixth Street Viaduct was demolished in 2016; its replacement (Caltrans Bridge 53C2329) opened in 2022.

In 1979, the Macy Street Viaduct (now the Cesar E Chavez Avenue Viaduct) became the first of the monumental LA River bridges to be locally designated as a Los Angeles Historic-Cultural Monument (HCM). In 2008, a collection of 11 additional LA River bridges were locally designated as what the Los Angeles Cultural Heritage Commission called "one of the largest and most architecturally significant groupings of historic bridges in the State of California and the United States."[16]



Fourth Street Viaduct (1931), shortly after completion
Source: LAPL

Sixth Street Viaduct (1932), no date
Source: LAPL

Roadway LA River Bridges in Vernon

The LA River bridges erected in the City of Vernon during this same period were not as monumental as the Butler-designed bridges in Los Angeles. However, they mostly embraced concrete-arch technology and Neoclassical design elements. The Soto Street Bridge (Caltrans Bridge 53C0867), built in 1928, is a five-pier open-spandrel concrete-arch bridge. The 26th Street Bridge (Caltrans Bridge 53C0868), built

16 The 11 LA River bridges that were locally designated in 2008 were (from north to south): the Riverside Drive Bridge at Griffith Park, Riverside-Figueroa Bridge, North Broadway Viaduct, North Spring Street Viaduct, North Main Street Bridge, First Street Viaduct, Fourth Street Viaduct, Sixth Street Viaduct, Seventh Street Viaduct, Olympic Boulevard Viaduct, and the Washington Boulevard Bridge. As noted, the Riverside-Figueroa Bridge and Sixth Street Viaduct have been demolished. The Riverside Drive Bridge at Griffith Park is extant but is located outside the Proposed Project API.

around 1930, is a three-span closed-spandrel concrete-arch bridge and originally featured a decorative concrete guardrail with a Roman lattice pattern, similar to the North Main Street Bridge.

Two LA River bridges were constructed in Vernon in 1931. The Pasadena Avenue Bridge (now the Atlantic Boulevard Bridge, Caltrans Bridge 53C0252), is a seven-span closed-spandrel concrete-arch bridge. Designed in a simplified Neoclassical style, it features curved brackets under the roof deck, and a concrete guardrail with octagonal perforations. That same year a new Downey Road Bridge (Caltrans Bridge 53C0576) opened to traffic, replacing a wooden bridge at that location. Deviating from the concrete-arch design, this at-grade bridge is composed of 12 concrete and steel girder spans with concrete piers.

26th Street Bridge (1931), as it appeared in the 1940s

Source: USC

Railroad Bridges over the LA River

During the 1920s, there was much discussion about the need to address an increasingly messy system of rail lines and automobile traffic along the LA River. Railroads were moving more trains and more railcars than ever, thus requiring additional grade separations and improvements to existing bridge infrastructure. All of this led to a number of new rail bridges over the LA River during the first half of the 20th century. Among these was a new bridge near the site of the Union Pacific Southern Railway Bridge at Downey Avenue in Vernon (now the BNSF Railway Bridge at Downey Road). Research suggests this bridge was constructed around 1925, and was surely in operation by 1929, running immediately adjacent to the existing roadway bridge at Downey Road.

In the mid to late 1930s, an expansion program for Mission Junction required the reconfiguration of tracks and improvements to the LA River crossings in this area. The existing Mission Tower Bridge No. 1 (now the Metrolink Mission Junction Railroad Bridge North [Yuma Main Connector]) was expanded to accommodate a double-track reverse loop. In 1937, a new single-tract bridge, Mission Tower Bridge No. 2 (now the Metrolink Mission Junction Railroad Bridge South [San Gabriel Connector]) was constructed for the Union Pacific ("Mission Tower" 1939).

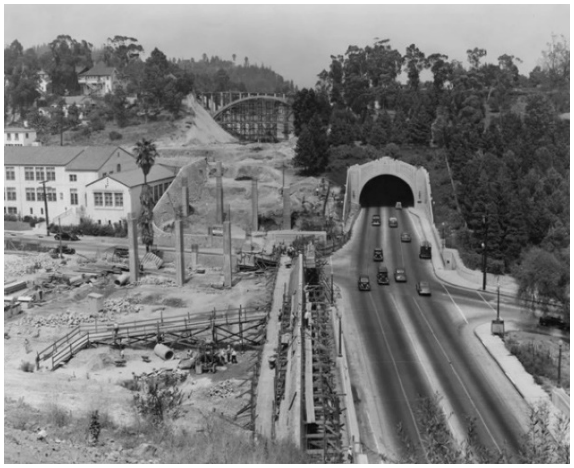
Around 1950, a new Los Angeles Junction Railway (LAJR) bridge was constructed across the LA River at District Boulevard in Vernon (now the BNSF Railway Bridge at District Boulevard) to connects parts of the Central Manufacturing District (CMD) on opposite sides of the river. Like the present-day BNSF Railway Bridge at Downey Road, the District Boulevard version is a single-track, steel sectional railroad bridge. By 1955, the words "Los Angeles Junction Railway" had been painted along the side of the bridge ("Los Angeles Junction" 1955).

Freeway Bridges over the LA River

The first of the existing freeway bridges over the LA River was actually constructed prior to the first freeway. The bridge that now carries the northbound lanes of the Pasadena Freeway over the LA River (SR-110 Bridge S, Caltrans Bridge 53-0042R) was constructed in 1936 as the Figueroa Street Viaduct. This bridge was engineered to clear-span the river and straddle the SPRR tracks that lined both banks of the river, as well as San Fernando Road and the Los Angeles Railway streetcar ROW. At the time of its construction, the 200-foot steel girder main span was the largest of its type in the nation (Caltrans

1990). Situated on a direct line with the Figueroa Street Tunnels, this bridge originally carried two lanes in each direction, accommodate traffic traveling to and from Downtown LA. The Arroyo Seco Parkway, constructed in 1940, originally terminated at the Figueroa Street Viaduct, where the roadway narrowed from six lanes to four. However, in 1944, the parkway's Southerly Extension was constructed, supplementing the Figueroa Street Viaduct and Tunnels with a new southbound roadway (SR-110 Bridge N, Caltrans Bridge 53-0042L). At this time, the Figueroa Street Viaduct was converted to one-way northbound traffic and upgraded to freeway standards.

Los Angeles' exponential population growth during and after World War II accelerated efforts to build a regional freeway system in Southern California. In 1939, construction began on a new Highway 101 bridge (US-101 LA River Bridge, Caltrans Bridge 53-0405) across the LA River. With the advent of the war, construction was discontinued until February 1943, and was finally completed in September of 1944. The bridge was originally constructed as an open-spandrel concrete-arch bridge to conform with the existing bridges spanning the river.[17] In 1955, a second bridge structure was constructed immediately to the north, effectively doubling the US-101 bridge over the LA River.



Figueroa Street Viaduct and Figueroa Street Tunnel No. 3 during freeway upgrades, c. 1941

Source: LAPL

Arroyo Seco Parkway bridges after freeway upgrades, c. 1945

Source: LAPL

The four-mile-long I-10/Santa Monica Freeway bridge (I-10 Santa Monica Viaduct, Caltrans Bridge 53-1301) was completed in 1959. This complex structure is not so much a LA River bridge as it is a component of the freeway system that happens to cross over the LA River at one point. As it does, the viaduct splits into six separate bridges and ramps that share a single concrete pier in the middle of the channel. The I-5 Elysian Viaduct (I-5 Viaduct, Caltrans Bridge 53-1424) was constructed in 1962. With 21 spans, this freeway bridge crosses over the LA River adjacent to Elysian Park, as well as the railroad tracks along the east side of the channel, San Fernando Road, Riverside Drive, and both the northbound and southbound portions of the Arroyo Seco Parkway/Pasadena Freeway.

Bridges for an Evolving City

Caltrans has been engaged in an ongoing bridge retrofit program in the Los Angeles area since the early 1970s. Following the 1971 San Fernando earthquake,[18] Caltrans created the Seismic Retrofit

[17] Some of the original open spandrels were subsequently infilled as part of a seismic retrofit project.

[18] At the time, this seismic event was referred to as the Sylmar earthquake.

Program, which completed improvements to a number of LA River bridges during the 1970s. However, despite the demonstrable need for these upgrades, insufficient funding was available and commitment to the project waned. Following the 1989 Loma Prieta earthquake in the San Francisco Bay Area, Caltrans sponsored additional retrofit research conducted primarily through the University of California system, which resulted in updates to the existing seismic safety standards. Caltrans has been actively engaged in bridge retrofitting since that time, upgrading thousands of structures throughout the state. The 1994 Northridge earthquake caused a significant amount of damage to roads and infrastructure throughout the Los Angeles region, including the collapse of six bridges. Spurred by this event, there was an acceleration of the seismic retrofit program already in place, with more inspections leading to the identification of many additional bridges in need of seismic strengthening. This work is ongoing.

Of the 31 LA River bridges located within the Proposed Project API, nearly all except the newest structures have undergone substantial upgrades since their original construction, many of them multiple times. Interventions have included seismic retrofitting, bridge widening, adding light rail lines, adding or improving sidewalks, adding bike lanes, historic rehabilitation and restoration, and replication of missing architectural details.

As Los Angeles' transportation needs have evolved in recent years, new bridges have been constructed to accommodate options to the automobile. In 1989, the western leg of the 11-mile-long El Monte Busway (begun in the 1970s) was finally completed, linking the busway to Union Station. Part of this project was the construction of the El Monte Busway Bridge (Caltrans Bridge 53-2673) over the LA River. Running parallel to the 101 Freeway bridge immediately to the north, this structure is a shared-use express bus corridor and high-occupancy toll lane.

In 1995, a new railroad bridge was constructed just north of the North Broadway Viaduct, following the basic path of one of the oldest railroad crossings of the LA River. Research suggests there has been a railroad river crossing at this location since the 1870s, when the Salt Lake Railroad first erected a wooden bridge here. This crossing—its alignment on a sharp diagonal as it spans the river—has been reconstructed and replaced multiple times over the decades, including following the collapse of a steel girder bridge during the 1938 flood. Since its construction, the current bridge has been upgraded to accommodate the expansion of the Metro A Line light rail system.

In 1998, it was announced that a new flyover commuter rail bridge was to be built in the City of Vernon to reduce travel times for Metrolink and Amtrak trains traveling to and from Union Station. The BNSF-Redondo Junction Flyover (Redondo Junction Grade Separation, Caltrans Bridge 53C2081) was completed in 2001. This elevated and curving 3,968-feet flyover bridge spans the LA River, Washington Boulevard, Soto Street, two sets of railroad tracks, and several large industrial properties situated along the river.

In 2017, the new Riverside Drive Viaduct (Caltrans Bridge 53C2355) was completed, replacing the 1939 steel-truss Riverside-Figueroa Bridge (demolished in 2014), which itself replaced the 1928 concrete-arch Dayton Avenue Bridge. The existing concrete girder bridge is located just north of the previous crossing and incorporates a protected pedestrian path, bike lanes, and three viewing balconies.

The new Sixth Street Viaduct, which opened in Summer 2022, replaced the 1932 steel-arch Sixth Street Viaduct, the last of the City of Los Angeles monumental bridges over the LA River, which was demolished in 2016. The new viaduct measures approximately 3,500 in length with 10 sets of soaring outward-canting arches, making it the largest bridge project in the history of Los Angeles. The project also incorporates the Sixth Street PARC, a one-of-a-kind 12-acre park underneath the new structure with a public arts plaza, open and recreational space, and access to the LA River (Sixth Street Viaduct

Replacement Project 2021). Unprecedented in size, scale, and ambition, the new Sixth Street Viaduct represents a new kind of monument on the LA River.

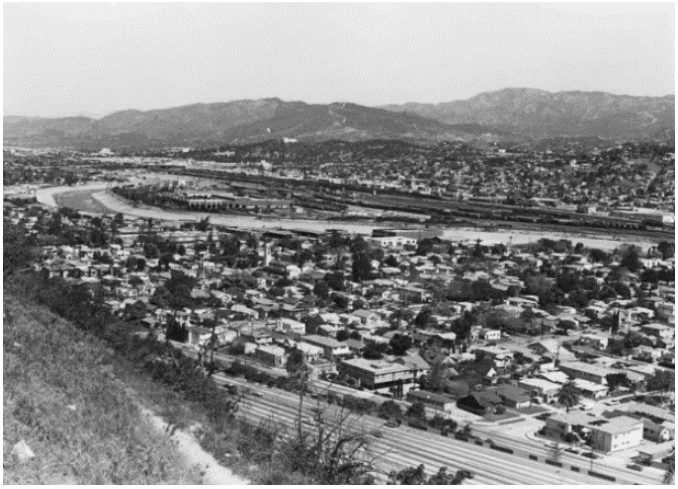
4.2.2.3 Theme: Riverside Communities

Within the Proposed Project API, the LA River runs through a number of distinct communities in two different cities. These riverside communities include residential, commercial, industrial, and mixed-use properties dating from the late 19th century to the present, reflecting various aspects of Los Angeles' and Vernon's development over time. This theme provides a brief development history of each community to serve as context for the identification and evaluation of potential historical resources within the API. These riverside communities are (from north to south): Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, Downtown Los Angeles, Little Tokyo, Arts District, Industrial District, Boyle Heights, East Los Angeles, and the City of Vernon.

Elysian Valley

The Los Angeles community of Elysian Valley sits on the west side of the LA River, sandwiched between the river and the Elysian Park hills.[19] It is bordered by Elysian Park to the south and is across the river from Cypress Park. Riverside development in this community is dominated by residential uses, although there are also some industrial uses as well.

Elysian Valley was annexed by the City of Los Angeles in 1910. The land was largely devoted to Mexican-, Chinese-, and Japanese-owned farms until 1913, when the area began to be subdivided (McMillan 1987). Growth continued into the 1920s as residential construction transformed the previously agricultural land into new neighborhoods. Residential tracts south of Gail Street are composed largely of single-family residences, with a mix of single- and multifamily residential development north of Gail Street. During the 1940s, an industrial area developed along the LA River, with many local residents gaining employment at nearby Taylor Yard, the SPRR switching facility and freight yard located just across the river. A neighborhood-serving commercial corridor developed along Riverside Drive between Alessandro and Newell streets.



Elysian Valley with the LA River and Taylor Yard beyond, 1983

Source: LAPL

[19] The developmental history of Elysian Valley is largely excerpted and adapted from "SurveyLA Historic Resources Report: Silver Lake–Echo Park–Elysian Valley Community Plan Area," prepared by GPA Consulting, Inc. for the City of Los Angeles Office of Historic Resources, May 2014; and the "Silver Lake–Echo Park–Elysian Valley Community Plan, A Part of the General Plan, City of Los Angeles," adopted August 11, 2004.

Residential development continued into the 1950s, but the area retained a small-town feel due to its relative geographic isolation between the LA River and Elysian Park. Beginning in 1954, the area became known locally as "Frogtown" after thousands of frogs overwhelmed this stretch of the LA River and filled adjacent streets and yards. Elysian Valley was further isolated by the construction of the I.5/Golden State Freeway in 1962, which cut it off from the adjacent communities of Silver Lake and Echo Park.

Notable sites in Elysian Valley include Van De Kamp's Holland Dutch Bakery Building (LA-HCM 569); and Saint Anne's Catholic Church.

Cypress Park

The Los Angeles community of Cypress Park is situated on the east side of the LA River across from Elysian Valley.[20] The community's southern border is formed by the Arroyo Seco Parkway, constructed in 1940 along the north bank of the Arroyo Seco Channel.

The Cypress Park area was first subdivided in 1882 from the larger Hunter Highland View Tract, which was itself a portion of the former Rancho San Rafael lands. Residential development was relatively sparce through the end of the 19th century, as the area remained dominated by ranches, truck farms and small railroad-adjacent industrial operations. Residential and industrial development accelerated at the turn of the century with the development of a Pacific Electric Railway line to Glendale around 1904, opening the community to streetcar suburbanization. Landowner Rebecca Jefferies subdivided family land, creating parcels for single-family homes on a traditional street grid. Modest single-family residences were constructed in the area through the 1920s, while small community-serving business districts developed along the Cypress Avenue and Figueroa Street streetcar lines.

Cypress Park was annexed to the City of Los Angeles in 1912 as part of the larger Arroyo Seco Addition. The community was significantly affected by the flood of 1914 when the Arroyo Seco and LA River overflowed their banks. Around this time, the SPRR began enlarging an existing railroad yard—later known as Taylor Yard—between the river and San Fernando Road. By the mid-1920s, Taylor Yard was the center of the railroad's freight-handling operations for the greater Los Angeles area. As such, it was a major employer for residents of northeast Los Angeles, including Cypress Park. Taylor Yard ceased operations in 1985; the massive site has since been redeveloped with a variety of uses, including affordable housing and a high school.

In 1953, the Lawry's Food brand opened its headquarters and spice factory in Cypress Park. By the 1970s, the site had evolved to include multiple restaurants and retail shops known as the Lawry's California Center. Today, the iconic Spanish-style compound is the home of the LA River Center and Gardens.

Other notable sites in Cypress Park include the Charles Jeffries House (LA-HCM 735); the Huron Substation of the Los Angeles Railway (LA-HCM 404); the Nickel Leong Mansion (LA-HCM 849); and the Richard Henry Dana Branch Library/Cypress Park Clubhouse (LA-HCM 1004, listed in the NRHP).

[20] The development history of Cypress Park is largely excerpted and adapted from "Historic Resources Survey Report: Northeast Los Angeles River Revitalization Area," prepared by Historic Resources Group and Galvin Preservation Associates for the City of Los Angeles Community Redevelopment Agency, June 2012.

Elysian Park

Elysian Park—located west of the LA River between Elysian Valley on the north and Chinatown on the south—was the first municipal park in Los Angeles.[21] Long before its designation as parkland, the Portolá expedition camped on the bank of the LA River near the present-day entrance to the park; this historic event is commemorated by a plaque on the site (California Historical Landmark No. 655).[22] In 1844, Mexican pioneer and County Supervisor Julian Chavez began buying up land in the Stone Quarry Hills (also known as Rock Quarry Hills), which included a number of ravines. In 1855, the Hebrew Benevolent Society of Los Angeles established a Jewish Cemetery at what is now the intersection of Lilac Terrace and Lookout Drive in Chavez Ravine.[23] The Stone Quarry Hills were formerly dedicated as public land by the mayor of Los Angeles in 1886. In 1893, the Los Angeles Horticultural Society established the Chavez Ravine Arboretum within the park (LA-HCM 48). Elysian Park contains some of the oldest specimen trees in Los Angeles, including Avenue of the Palms, a collection of wild date palms planted in 1895 on what is now Stadium Way.

Elysian Park has been home to a number of notable properties over its history. The Los Angeles Police Academy originated as a private pistol range in 1925, becoming the Los Angeles Police Department's official training center in 1935 (the rock garden is LA-HCM 110). The Barlow Sanatorium (now Barlow Respiratory Hospital, LA-HCM 504), reconstructed in 1927 after a destructive fire, includes a library, former workers' housing, and patient cottages. The Naval and Marine Corps Reserve Center (LA-HCM 1101), constructed between 1938 and 1941 by the WPA, was an induction and training center for Navy personnel during World War II.

However, perhaps the most important site in Elysian Park is Dodger Stadium. By the 1940s, Chavez Ravine was home to a poor yet cohesive Mexican-American community. Residents occupied modest vernacular structures, kept animals, and raised their own food. After World War II, as the city's population boomed, the 315-acre site was considered ripe for redevelopment. The City of Los Angeles declared the area "blighted" and by 1952 the land had been acquired through eminent domain. The neighborhoods were razed—and its residents displaced—to make room for a sprawling multi-story low-income public housing project to be called The Elysian Park Heights. However, the housing project was never realized, and the site soon became the focus of local boosters who viewed Chavez Ravine as the ideal location for a major league baseball stadium.

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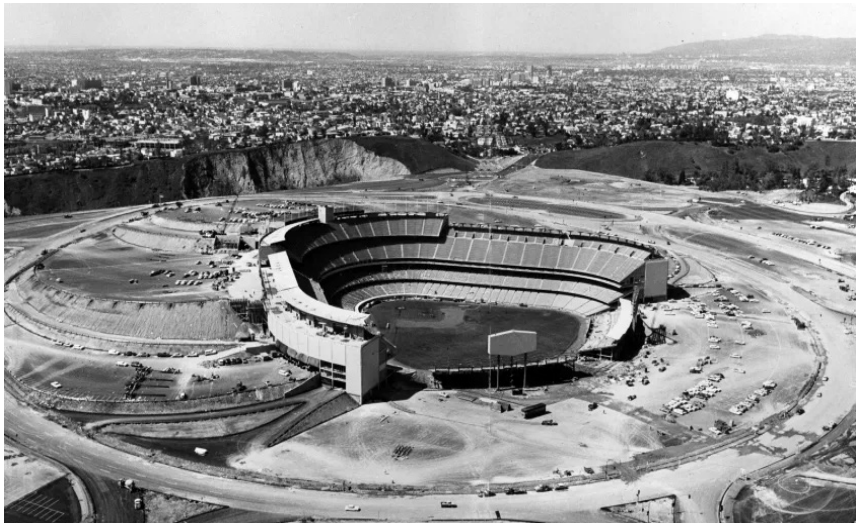
21 The developmental history of Elysian Park is largely excerpted and adapted from "SurveyLA Historic Resources Report: Silver Lake–Echo Park–Elysian Valley Community Plan Area," prepared by GPA Consulting, Inc. for the City of Los Angeles Office of Historic Resources, May 2014.

22 A bronze plaque marking the beginning of the six-mile Portola Trail through Elysian Park sits at the northwest corner of North Broadway and Park Row Drive.

23 By the turn of the 20th century, the cemetery had proved too small for the city's growing Jewish population; between 1902 and 1910, the remains and monuments were relocated to Home of Peace Cemetery in East Los Angeles.



Dodger Stadium as it neared completion, 1962
Source: LA Times

After lengthy negotiations, a successful referendum, and several favorable court decisions, Chavez Ravine was deeded to Brooklyn Dodgers' owner Walter O'Malley in 1959. Dodger Stadium opened to baseball fans in 1962, displacing the few remaining residents of Chavez Ravine. As a result, there is no residential development in Elysian Park. Dodger Stadium is the oldest major league ballpark west of the Mississippi River, and the third oldest in the nation.

Lincoln Heights

The Los Angeles community of Lincoln Heights is situated east of the LA River, between Cypress Park and Boyle Heights.[24] Originally known as "East Los Angeles,"[25] Lincoln Heights is just across the river from Downtown LA. However, this area remained largely undeveloped until the construction of several bridges across the LA River, starting with the original Macy Street Bridge in 1870, which opened the east side of the city to development.

Lincoln Heights was first subdivided in 1873 from a portion of the original pueblo, making it one of the city's first suburbs. In 1876, the area's subdividers established an early streetcar line, connecting the East Los Angeles subdivision with Downtown LA and luring middle and upper middle-class residents to construct homes outside of the urban core. The neighborhood was further defined with the establishment of Los Angeles County Hospital (later called Los Angeles County General Hospital) in 1878. The hospital's elaborate brick and cast-stone Administration Building, constructed in 1909, currently houses the Los Angeles County Coroner's Office. However, Lincoln Height's most prominent visual landmark is the massive, 20-story Art Deco-style hospital building (now part of LAC+USC Medical Center). Constructed between 1927 and 1933, this complex is the "largest single hospital facility built west of Chicago" (Los Angeles Conservancy 2021).

By the turn of the 20th century, the community of East Los Angeles had developed into an attractive residential area with flourishing business districts along Downey Avenue (now North Broadway), Kuhrts Avenue (now Main Street), and Daly Street/Pasadena Avenue, each of which held a streetcar line. East Los Angeles Park (now Lincoln Park) was established in 1881, making it one of Los Angeles'

24 The developmental history of Lincoln Heights is largely excerpted and adapted from "SurveyLA Historic Resources Report: Northeast Los Angeles Community Plan Area," prepared by Historic Resources Group for the City of Los Angeles Office of Historic Resources, February 2017.

25 In 1917, local residents voted to change the community's name to Lincoln Heights, inspired in part by the opening of Lincoln High School.

first urban parks. During the 1910s, Eastlake Park became the hub of a recreational district, including a zoo, a carousel,[26] an alligator farm, an ostrich farm, and an artificial lake.

During the first decades of the 20th century, East Los Angeles became a destination for working-class residents from diverse ethnic backgrounds, many of whom worked for industries oriented around the SPRR, which built its yards in the neighborhood in 1902. Agricultural interests, wineries, breweries, building materials manufacturers, and all kinds of distributors operated out of Lincoln Heights. The San Antonio Winery (LA-HCM 42), founded in 1917 on the east bank of the LA River, is the last remaining winery in the City of Los Angeles and the last vestige of the city's historic viticulture industry. East Los Angeles also served as a first point of entry for many of Los Angeles' immigrant communities, particularly Irish, Germans and Italians. It also had a sizable Mexican-American population from an early date, which expanded and diversified into a wider Latino community after World War II.

The Los Angeles City Jail (later Lincoln Heights Jail, LA-HCM 587) was built in 1927, and officially opened in 1931. Designed to house 625 inmates, it was holding 2,800 prisoners before an expansion of the facility was approved in 1951. The jail was decommissioned in 1965, and has served various purposes since that time, most notably as the Bilingual Foundation for the Arts, which occupied the site from 1979 to 2014. Lincoln Heights is also home to the Church of the Epiphany (LA-HCM 807, listed in the NRHP) and Lincoln High School (eligible for the NRHP, listed in the CRHR), both of which played important roles in Los Angeles' Chicano Civil Rights Movement of the 1960s and 1970s. The southernmost portion of Lincoln Heights along the east bank of the river is occupied by the UP Los Angeles Transportation Center, known colloquially as the "Piggyback Yard." Originally developed as the Los Angeles General Shops to repair and maintain steam engines for the Southern Pacific, it is now used to load truck containers onto flatbed railcars.

Other notable sites in Lincoln Heights include the Edison Electric Company's Los Angeles #3 Steam Power Plant (now the Brewery Arts Colony, LA-HCM 388); the Lincoln Heights Branch Library (LA-HCM 261); and the Municipal Light, Water and Power Office.

Los Angeles City Jail (1927), as it appeared in 1936
Source: LAPL

Students picketing outside Lincoln High School, 1968
Source: LAPL

[26] The Lincoln Park Carousel (LA-HCM 153) was destroyed by fire in 1976.

Chinatown

Los Angeles' Chinatown sits just west of the LA River, between Elysian Park to the north and Downtown LA to the south.[27] Situated on the northern edge of the original pueblo, this is one of the oldest developed areas in Los Angeles. Historically, it has been characterized by multiple distinct land use patterns. It was the site of some of the area's first agricultural uses. It has been home to a succession of the city's earliest non-white ethnic enclaves. And it was along this stretch of the LA River that the riverfront began to industrialize.

The earliest record of agricultural use of this area dates to 1804, when vineyards were established by Francisco Avila on the land now occupied by Los Angeles State Historic Park. These vineyards may have been some of the first in Los Angeles, and predecessors to the city's first important industry. By 1817, the pueblo was reported to have had over 53,000 vines under cultivation. Viticulture would continue to be the Los Angeles area's top agricultural activity until the 1860s (California State Parks 2005). Beginning in the 1850s, a population of miners from the Mexican province of Sonora returning south from the gold fields of Northern California settled in an area along present-day North Main Street and North Broadway. The community soon took on the nickname "Sonoratown" and is considered Los Angeles' first barrio (California State Parks 2005).

By the 1890s, this area was home to concentrations of Croatian, Dalmatian, French, and Italian immigrants. These ethnic enclaves established numerous retail stores, business offices, and social services to support their growing numbers. The French Hospital (now the Pacific Alliance Medical Center) was constructed by the French Society in 1869. St. Peter's Italian Catholic Church was originally established in 1904 by Los Angeles' earliest Italian immigrants along a stretch of North Broadway that would later become known as Little Italy. St. Anthony's Croatian Catholic Church was established by the area's substantial Croatian community in 1910.

In the early 1930s, the first permanent settlement of Chinese in Los Angeles, now referred to as "Old Chinatown," was razed for the development of Los Angeles Union Station. In response to this wholesale displacement, the local Chinese business community organized to create the Los Angeles Chinatown Corporation, pooling their personal finances to purchase a plot of land to the north between Broadway and Hill Street for the establishment of a "New Chinatown." The New Chinatown development was completed in 1938,[28] and spurred the formation of a much larger enclave now known simply as Los Angeles' Chinatown.

New Chinatown development (1938), as it appeared c. 1950
Source: LAPL

27 The developmental history of Chinatown is largely excerpted and adapted from "SurveyLA Historic Resources Survey Report: Central City North Community Plan Area," prepared by Historic Resources Group for the City of Los Angeles Office of Historic Resources, September 2016; and "SurveyLA Los Angeles Citywide Historic Context Statement. Context: Chinese Americans in Los Angeles, 1850-1980," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, October 2018.

28 The entrance gates to the New Chinatown development, known as Chinatown West Gate and Chinatown East Gate, are designated LA-HCMs 825 and 826, respectively.

Today, Chinatown continues to serve as the cultural heart of the city's Chinese American community as well as a popular tourist destination. However, the current population is much more diverse than it was historically, now including substantial numbers of working-class Vietnamese, Thai, Indonesian, and Filipino immigrants of Chinese descent.

This area is also the location of one of the region's earliest industrial districts, referred to as the North Industrial District. The industrialization along the riverfront began along this stretch of the LA River in the 1830s. The first industrial plant along the river was constructed in 1831 by Abel Stearns, who erected his three-story flour mill on open land just north of the pueblo, powering his mill with river water from the Zanja Madre (AECOM 2012). In 1875, the SPRR acquired a large plot of land just west of the river, between North Broadway and Spring Street, and established "River Station" for the new Los Angeles Junction, with tracks leading northbound to San Francisco. River Station connected Los Angeles to the rest of the country through the transcontinental rail network, ensuring the city's place as a major industrial and commercial center in the western United States (California DPR 2011).

The establishment of River Station had a transformative impact on the surrounding area. Former agricultural lands quickly became surrounded with railroad-related and other industrial activity. In 1883, Stearns' flour mill was expanded into the Capitol Milling Company (eligible for the NRHP, listed in the CRHR, LA-HCM 82).[29] Baker Iron Works was established on Buena Vista Street (now North Broadway), just across from the rail yards, filling the area east of the station with a mix of industrial plants and warehouses. By 1900, the area around River Station was developed almost entirely with industrial uses. In 1908, the City officially zoned the area between North Broadway and the LA River as Industrial District No.1 (AECOM 2012).

River Station initially served as the epicenter of Southern Pacific's operations in the region, including both passengers and freight. However, in 1925, Southern Pacific transferred supervision of its freight operations to its newer, much larger facilities at Taylor Yard to the north, marking the beginning of River Station's long, slow decline. After decades of decreasing activity, Southern Pacific ceased all rail activities at River Station in 1992. The site was ultimately scraped and in 2017 re-opened as Los Angeles State Historic Park (LA-HCM 82).

Other notable sites in the Chinatown community include the Los Angeles Department of Water and Power (LADWP), Main Street Yard (eligible for the NRHP, listed in the CRHR); William Mead Homes public housing project (eligible for the NRHP, listed in the CRHR); and the Standard Oil Company Sales Department Building, known as the Woman's Building (LA-HCM 1160).

Downtown Los Angeles

Downtown Los Angeles sits west of the LA River, bordered generally by Chinatown on the north and the Industrial District on the south.[30] It is separated from the LA River by the Arts District. Downtown Los Angeles includes the city's historic core, its central business district, and its civic center. It is home to the original pueblo and Los Angeles City Hall, the city's tallest office towers and its primary entertainment venues. Not surprisingly, this area of the city is also where many of the region's major freeways come together. As a result, much of the landscape is dominated by the various components of the freeway system, including its many ramps, transitions, and interchanges.

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29 The Capitol Milling Company is locally designated as part of the River Station Area at 1231 N Spring Street, which is LA-HCM 82.

30 The developmental history of Downtown Los Angeles is largely excerpted and adapted from "SurveyLA Historic Resources Survey Report: Central City Community Plan Area," prepared by Architectural Resources Group for the City of Los Angeles Office of Historic Resources, September 2016.

The Pueblo de los Ángeles (historically "El Pueblo de Nuestra Señora la Reina de los Ángeles de Porciúncula") represents the founding of Los Angeles by the Spanish on September 4, 1781. The plan for the pueblo was developed according to the 1563 Laws of the Indies, a series of Spanish laws that guided the development of new settlements. In accordance with these laws, the new townsite measured four square leagues and was laid out on a strict orthogonal grid oriented around the town center (or plaza). Within a decade, the pueblo was composed of 29 adobe dwellings, as well as a church, guardhouse, administrative buildings, and granaries. Extending outward from the pueblo and toward the river were agricultural lands where settlers would erect a house and manage a small farm.

The Plaza de Los Ángeles with the Plaza Church at left, 1869

Source: Water and Power Associates

The pueblo area remained the heart of the city through the Spanish Colonial and Mexican eras of California history. By the late 1920s, the surviving pueblo buildings had fallen into severe disrepair. In an effort to preserve these structures, the area now known as Olvera Street was transformed into a themed marketplace celebrating a romanticized vision of California's Mexican heritage. The new attraction opened to tourists in 1930. Today, this area comprises the El Pueblo de Los Angeles Historical Monument, also known as the Los Angeles Plaza Historic District (listed in the NRHP), and includes the Plaza Church (LA-HCM 3) and Plaza Park (LA-HCM 64).

In 1849, Lieutenant O.C. Ord was commissioned to survey the town and set a plan for its growth. Ord extended the existing pueblo plan in all directions, setting in motion the future development of Downtown Los Angeles.[31] Los Angeles was incorporated as a municipality on April 4, 1850, just five months before California joined to United States at its 31st state. Despite its new city status, growth remained slow until the arrival of the transcontinental railroad in the 1880s. With the railroads came a rapid increase in population and building construction. A core of commercial and government buildings developed in what is now the Civic Center area. Scores of new commercial blocks were erected along Main Street between the plaza and present-day Second Street. In the late 19th and early 20th centuries, new streetcar suburbs sprang up to house middle- and upper-class whites, while ethnic and cultural minorities were relegated to areas near the plaza.

As Los Angeles continued to grow through real estate booms and busts, City officials struggled to keep up with the pace of development. In 1922, a zoning change eliminated residential uses in Downtown Los Angeles. In 1927, the City Council adopted a new master plan calling for the creation of a civic center and guiding the subsequent development of the downtown business district. Los

[31] In 1853, Army surveyor Henry Hancock imposed a north-south super grid onto Los Angeles in areas outside of downtown.

Angeles City Hall (LA-HCM 150) was erected on North Spring Street, forming the centerpiece of the city's new civic center. At the time of its completion in 1928, City Hall was the tallest building in Los Angeles, and remained so until 1964 when heights limits were revised. During the same period, a concentration of important banks and other financial institutions erected buildings along South Spring Street, creating what is now known as the Spring Street Financial District (listed in the NRHP). Additionally, what would become the world's largest concentration of movie palaces was being erected along a six-block stretch of South Broadway. Today, 12 extant theaters comprise the Broadway Theatre and Commercial District (listed in the NRHP).

In 1939, the new Los Angeles Union Station Passenger Terminal (LA-HCM 101, listed in the NRHP) opened on Alameda Street just across from the old plaza. Consolidating the city's passenger rail operations, Union Station was served by the Santa Fe, Southern Pacific, and UP, as well as local lines of the Pacific Electric Railway and Los Angeles Railway. Los Angeles Union Station remains the largest railroad passenger terminal in the western United States and is widely regarded as "the last of the great train stations."

Aerial view of the Four-Level Interchange (a.k.a. "The Stack"), no date
Source: LAPL

After World War II, the development of a regional freeway system significantly altered the landscape of Downtown Los Angeles. Four different freeways were constructed through or near downtown during the postwar period. The US-101/Hollywood Freeway, the SR-110/Harbor Freeway, and the I-5/Golden State Freeway were all completed through downtown in the early 1950s, with the I-10/Santa Monica Freeway completed a decade later. The most transformative aspect of these transportation infrastructure projects was the construction of the Four-Level Interchange (eligible for the NRHP, listed in the CRHR). Known colloquially as "the Stack," the Four-Level Interchange was the first stack interchange in the world. Completed in 1949 and fully opened in 1953, it connects US-101 (Hollywood/Santa Ana Freeway) and SR-110 (Arroyo Seco Parkway/Harbor Freeway) on the northern edge of Downtown Los Angeles.

Through a series of private, planning, and political decisions, residential development was all but eliminated from most downtown areas during the second half of the 20th century. Beginning in the 1950s, a wave of urban renewal projects began transforming large swaths of Downtown Los Angeles under the pretense of removing blight. Most emblematic of this trend was the redevelopment of Bunker Hill. This late-19th century residential suburb was emptied of its residents, cleared of its houses, and the hilltop itself was flattened. The land was then sold to developers who ultimately erected a series of modern high-rise office towers and public plazas, many of which were not actually built until the 1980s. However, this trend of displacing residential populations from Downtown Los Angeles began a reversal around 2000 with the city's passage of an adaptive reuse ordinance, which provided financial incentives to convert vacant or underused downtown commercial and industrial buildings to residential lofts. In recent years, this development trend has brought a substantial and stable resident population back to Downtown Los Angeles for the first time in a half-century.

The list of notable sites in Downtown Los Angeles is too long to list here. However, a few of the better-known historic properties include St. Vibiana's (LA-HCM 17, eligible for the NRHP, listed in the CRHR); the Bradbury Building (LA-HCM 6, listed in the NRHP, designated National Historic Landmark); Angels Flight (LA-HCM 4, listed in the NRHP); and the Los Angeles Central Library (LA-HCM 46, listed in the NRHP).

Little Tokyo

Los Angeles' Little Tokyo sits west of the LA River at the southeastern edge of Downtown LA.[32] It is separated from the river by the Arts District. Little Tokyo is the largest of the country's three official Japantowns, and serves as the cultural center of the largest Japanese American population in North America.

East First Street in Little Tokyo, 1942
Source: LAPL

By the 1890s, the portion of East First Street in what is now Little Tokyo was occupied by a substantial population of German merchants, earning the area the nickname "Little Berlin." German immigrants were not relegated to areas around the plaza, as were Mexicans, Italians, and Chinese. Around the turn of the century, this area began its evolution into Little Tokyo with the increasing influx of immigrants from Japan. Japanese immigrants had been coming to Southern California for two almost decades by this point, first to fill the labor gap caused by the Chinese Exclusion Act of 1882, then to work in the area's vast agricultural fields. As the Japanese population increased, Little Tokyo became the residential, commercial, and social core of the community, with retail shops along First Street and vegetable markets along Central Avenue. Even the Japanese who resided in more rural parts of the county came to Little Tokyo to buy familiar goods and socialize with their countrymen. By 1941, there were some 30,000 Japanese Americans living in Little Tokyo.

Following the bombing of Pearl Harbor and Japan's declaration of war on the United States in December of 1941, President Roosevelt signed Executive Order 9066, ordering the forced removal and incarceration of all persons of Japanese descent in the western United States. In Los Angeles, this action emptied out Little Tokyo. During the period of incarceration, Little Tokyo was temporarily transformed into "Bronzeville," as a large number of African Americans from the South migrated to Los Angeles to work in its burgeoning defense industry, nearly tripling Little Tokyo's pre-war population.

After World War II, a portion of the Japanese community slowly returned to Little Tokyo. However, there was also a general dispersal of local Japanese throughout Southern California. By the 1960s, large-scale redevelopment was beginning to encroach upon Little Tokyo's low-density commercial and residential buildings from the turn of the century. The construction of the Los Angeles Police

32 The developmental history of Little Tokyo is largely excerpted and adapted from "SurveyLA Los Angeles Citywide Historic Context Statement. Context: Japanese Americans in Los Angeles, 1869-1970," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, August 2018.

Department's new Parker Center, completed in 1955, reduced the footprint of Little Tokyo. Urban renewal projects transformed the scale of the area as commercial blocks and single-room-occupancy hotels were replaced with large office buildings. The Little Tokyo Community Development Advisory Committee brought Japanese investment into the area to construct the 16-story Sumitomo Bank and hotel office building.

Other notable sites in Little Tokyo include the Japanese Union Church of Los Angeles (LA-HCM 312); the Hompa Hongwanji Buddhist Temple (LA-HCM 313); the Japanese American Cultural & Community Center; the Geffen Contemporary at MOCA; and the Japanese American National Museum. The Little Tokyo Historic District is a designated National Historic Landmark District.

Arts District

The Los Angeles community now known as the Arts District is one of the oldest industrial areas in Los Angeles.[33] It occupies the area between the river and Downtown LA, extending generally from First Street to Seventh Street between the Alameda Street corridor and the LA River. This area served as Los Angeles' primary industrial district from the late 19th century through World War II. While the uses of many extant industrial buildings have evolved in recent decades, this area retains much of its historic character and continues to tell the story of early industrial development in Los Angeles.

Prior to the industrialization of the Los Angeles riverfront, this area was used as agricultural land by inhabitants of the pueblo, and then for cattle ranching until the 1830s, when it became part of a vineyard operated by Frenchman Jean-Louis Vignes. Attracted by the area's Mediterranean climate, Vignes began planting grapes in 1833, and by 1847 his vineyard, "El Aliso," was the largest producer of wine in California. Other vintners soon followed, but oranges and grapefruit quickly overtook grapes as the region's primary crops. The area remained predominantly agricultural until the last decades of the 19th century, as rail lines and manufacturing plants emerged to serve the citrus industry's shipping needs. The character of the area would soon be redefined by the presence of the railroad.

Until the 1870s, only local rail lines ran through Los Angeles. But in 1876, the opening of the SPRR line to San Francisco linked the city with the transcontinental railroad. Depots and rail yards were soon constructed by Southern Pacific and the AT&SF, often referred to simply as the "Santa Fe." The majority of goods shipped out of Los Angeles by rail were handled by the Santa Fe Freight Depot (LA-HCM 795, listed in the NRHP), constructed in 1906. This nearly quarter-mile-long building is the last remaining structure of the Santa Fe Rail Yards that operated in the area for a century. It is now occupied by the Southern California Institute of Architecture (SCI-Arc).

As the railroads increased mobility, Los Angeles became more than a market for manufactured goods produced in San Francisco and the east and began to support local industries as well. Similarly, as agricultural activities in other areas of the city supplanted those near the city center, the area evolved from just a shipping hub to a processing and manufacturing center in its own right. By the turn of the 20th century, businesses had begun to capitalize on the convenience of locating their operations near these rail lines. The first two tracts specifically dedicated for industrial use were subdivided in 1903 and 1904. Within a decade, this industrial area was home to a substantial number of warehouses and storage facilities, as well as a wide variety of processing and manufacturing operations, including

[33] The developmental history of the Arts District is largely excerpted and adapted from "SurveyLA Historic Resources Survey Report: Central City North Community Plan Area," prepared by Historic Resources Group for the City of Los Angeles Office of Historic Resources, September 2016; and "SurveyLA Los Angeles Citywide Historic Context Statement. Context: Industrial Development, 1850-1980," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, September 2011, rev. February 2018.

lumber yards, blacksmiths, freight yards, ice and cold storage, slaughterhouses and meatpackers, produce companies and canneries, among others.

Aerial view of the industrial zone west of the river (now the Arts District), 1965. Bridges crossing the LA River (north to south): First Street Viaduct, Fourth Street Viaduct, Sixth Street Viaduct, and Seventh Street Viaduct

Source: UCSB

As new local industries established themselves, processing and manufacturing operations in the area continued to expand. Food processing industries represented some of the earliest industrial development in Los Angeles and flourished during the 1910s and 1920s as companies embraced mechanization to meet the demands of new chain stores. Cold storage emerged in response to the demand for fresh products in urban areas and provided a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and processing plants. In addition to processing operations, manufacturing facilities expanded as well, with many companies constructing daylight factories to increase productivity at a time when electricity was expensive and not always reliable. This area saw a limited amount of non-industrial development during this period as well, such as lodging for area workers and various small retail operations—such as barbershops, tailors, restaurants, grocery stores, and liquor stores.[34]

By the 1920s, this area was fully established as an industrial hub. In 1922, the city officially re-zoned the downtown area to accommodate the construction of more office, retail, and manufacturing facilities. By the 1950s, the area was home to automotive manufacturing, trucking and transport, furniture manufacturing and storage, paint and chemical manufacturing, and paper and plastic production—as well as historically dominant industries such as food processing, and lumber and woodworking operations. While industries evolved over time, the area maintained its character as an industrial center, with one processing or manufacturing operation simply replacing another. Over the course of the 20th century a single facility might house the production of everything from dog food to pie.

[34] Several hotels were constructed in the industrial district to provide lodging for Japanese and African American workers employed at nearby facilities.

By the 1960s, older industrial areas were struggling to adapt to the postwar challenges of containerization and other new technologies. Railroads had largely given way to the trucking industry for the transportation of goods, yet many facilities could not easily expand or reconfigure their operations due to the constraints of established development patterns oriented to rail. Furthermore, burgeoning industrial centers in outlying area such as Vernon and Commerce offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities. As a result, by the 1970s many buildings in the industrial district were vacant.

National Biscuit Company building (1925), as it appeared in 1927

Source: LAPL

However, the area found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in vast warehouse buildings. During this period, some of the area's most prominent industrial buildings were repurposed as gallery space and underground hangouts for a burgeoning art and music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts. In the mid-1990s, the area was officially designated as the "Arts District" by the city. A subsequent wave of development began in 1999 with the passage of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and non-artists alike.

Today, the Arts District continues to attract new commercial and residential development, as existing facilities are adapted to meet the needs of the growing community. However, the area's industrial past is still readily discernable due to the persistence of certain features, such as rail spur ROWs, remnant tracks, rail stops, granite block curbs and swales, limited sidewalks, and the absence of landscaping.

Notable sites in the Arts District include the National Biscuit Company "Nabisco" Building (now Biscuit Company Lofts, LA-HCM 888); Joannes Brothers Company Building (LA-HCM 1154); and the J.R. Newberry Co. Building (now Newberry Lofts, eligible for the NRHP, listed in the CRHR).

Industrial District

The Industrial District, as defined here, refers to the area west of the LA River, between the Arts District to the north and the City of Vernon to the south.[35] This area comprises a dense wholesale and distribution district bisected by I-10/Santa Monica Freeway. It is also located just across the Alameda Street corridor from the wholesale flower and produce markets.

Historically, this area was the southern extension of the industrial development that occurred along the LA River and rail lines to the north in what is now the Arts District. However, unlike the Arts

35 The developmental history of the Industrial District is largely excerpted and adapted from "SurveyLA Los Angeles Citywide Historic Context Statement. Context: Industrial Development, 1850-1980," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, September 2011, rev. February 2018.

District, this area has not seen the widespread conversion of early industrial buildings into residential lofts. Rather, it remains a functioning industrial district more akin the industrials areas to its south in the cities of Vernon and Commerce. This area is also heavily traversed by railroad infrastructure, as it is the location of Clement Junction, Butte Street Junction, and Redondo Junction.

The Redondo Junction Butte Street Yard (eligible for the NRHP, listed in the CRHR) has served as the primary locomotive service area for the AT&SF and Amtrak in the Los Angeles area since 1920, when Santa Fe moved its locomotive facility to this 65-acre site from the roundhouse at Fifth Street and Santa Fe Avenue. With the introduction of diesel engines in the mid-1930s, steam engines were soon rendered obsolete, with the Redondo Junction Roundhouse servicing its last steam locomotive in 1954. The Butte Street Yard has also been home to AT&SF Railway Steam Locomotive No. 3751 (listed in the NRHP), built in 1927, making it the oldest surviving steam locomotive of its type in the world.

Ford Motor Company Factory (1913), as it appeared in 1923

Source: California Historical Society

The Industrial District is also the site of two notable former factory complexes. The 1913 Ford Motor Company Factory (eligible for the NRHP, listed in the CRHR) was the first Ford assembly plant in Southern California and included a Model T showroom on the ground floor. In 2019, an adaptive reuse project was completed and the restored buildings now serve as the headquarters for Warner Music Group. The C.B. Van Vorst Co. Manufacturing Plant (LA-HCM 1205) was a furniture and mattress manufacturing facility. Existing buildings include the former factory, mill, and storage/showroom building constructed in 1916, and an assembly building from 1924. This property is now occupied by the Santa Fe Art Colony.

Boyle Heights

The Los Angeles community of Boyle Heights occupies the flats and bluffs east of the LA River, between Lincoln Heights to the north and East Los Angeles to the south.[36] This area was originally referred to as El Paredon Blanco (or "white bluff") as a reference to its commanding westward views of the river and pueblo. It was first settled in the 1830s by members of the Lopez family, who could trace their ownership to the rancho period. In 1858, 22 acres were sold to Irish immigrant Andrew Aloysius Boyle, who had just moved to Los Angeles from San Francisco. Soon afterward, Boyle purchased another 20 acres and built a home, raised livestock, and cultivated fruit. Boyle was known as the first [Caucasian] American to live on the east side of the LA River.

In 1871, Boyle's son-in-law, William Henry Workman, inherited his land. In 1875, Workman subdivided the extent and named it "Boyle Heights." Also at this time, Workman constructed a horse-drawn streetcar line across the river at Aliso Street, along the route of the El Camino Real, to better connect Boyle Heights with Downtown LA. There were a few additional subdivisions recorded in Boyle Heights in the 1870s; however, development was concentrated in western areas nearest the river and

36 The developmental history of Boyle Heights is largely excerpted and adapted from "SurveyLA Historic Resources Survey Report: Boyle Heights Community Plan Area," prepared by Architectural Resources Group for the City of Los Angeles Office of Historic Resources, December 30, 2014.

downtown and was limited to only a handful of residences. Just as in Lincoln Heights to the north, development in Boyle Heights did not commence in earnest until the construction of several bridges across the LA River.

It was during the real estate boom of the 1880s that Boyle Heights began to take shape as one of Los Angeles' first residential suburbs. While prominent families constructed large houses atop the west-facing bluffs, working-class families occupied modest bungalows in the flatlands. In 1889, Workman's horse-drawn streetcar was replaced by a cable rail line that was operated by the Los Angeles Cable Railway, which was itself replaced with an electric streetcar line in the 1890s (Chattel, Inc. 2013).

In 1893, Workman and German-born Elizabeth Hollenbeck donated a combined 25 acres for a park site, now known as Hollenbeck Park. The donation of this land was both an act of civic generosity and a prudent business decision, as the park featured prominently in sales materials for Workman's newly subdivided "Workman Tract." In 1896, Hollenbeck established the Hollenbeck Home for the Aged (eligible for the NRHP, listed in the CRHR) to provide housing for impoverished elderly residents. This large Mission Revival-style building was erected on the grounds of her sprawling blufftop estate and remains in operation today. In 1908, Hollenbeck constructed a Neoclassical-style non-denominational chapel, the Hollenbeck Memorial Chapel, in memory of her son.[37]In the early 20th century, the western portion of Boyle Heights was occupied primarily by industrial development, including freight houses, manufacturing facilities, and warehouses that benefited from proximity to the railroad. However, the pace of development quickened though the 1920s, and by the end of the decade, Boyle Heights was a bustling streetcar suburb, with thriving commercial corridors along First Street and Brooklyn Avenue. Boyle Heights benefited greatly from City of Los Angeles' bridge building program of the 1920s and early 1930s, which erected nine monumental LA River bridges in 7 years, several of which directly linked the community to Downtown LA.

During the Depression, Los Angeles was experiencing a severe crisis of overcrowding and deteriorated housing, as were cities all across the country. In response to this crisis, the Congress passed the Housing Act of 1937, which established the United States Housing Authority and provided subsidies to local public housing agencies. As a result, in 1938 the Housing Authority of the City of Los Angeles (HACLA) was established to administer the program to develop low-cost public housing projects throughout the city. HACLA constructed 10 public housing projects in Los Angeles under the 1937 Housing Act, three of which were located in Boyle Heights—Pico Gardens, Aliso Village, and Estrada Courts—all constructed in 1942-1943.[38] All of these housing projects were temporarily converted to defense worker housing during World War II (ARG 2012).

Multiculturalism played a pivotal role in defining Boyle Heights' early history. Prior to World War II, Boyle Heights was considered one of the most ethnically heterogeneous communities in Los Angeles, as restrictive racial covenants were never widely implemented in this part of the city. Mexican Americans had continuously lived in the Boyle Heights area since the 19th century. In the early 20th century, they were joined by a sizable number of Japanese Americans from San Francisco, Russian and Eastern European Jews seeking refuge from World War I, as well as smaller concentrations of Polish, Armenian, Greek, Slavic, Molokan, Italian, and African Americans.

37 The original Hollenbeck Home was demolished and replaced with a more modern building; however, research suggests the Hollenbeck Memorial Chapel may be extant.

38 Pico Gardens and Aliso Village have since been demolished; Estrada Courts remains extant.

Boyle Hotel/Cummings Block (1889), as it appeared in 1942

Source: LAPL

Aliso Village under construction, 1942

Source: LAPL

While no one ethnic group comprised a majority of Boyle Heights' population in the first half of the 20th century, Boyle Heights boasted one of the largest Jewish populations in the western United States and became well-known as the cultural epicenter of Los Angeles' Jewish community. Boyle Heights' Jewish population generally settled near the Brooklyn Avenue corridor (now Cesar E Chavez Avenue, LA-HCM 590), which was lined with Jewish-owned businesses, synagogues, meeting halls, and cultural institutions.[39] The Breed Street Shul (LA-HCM 359) is a rare remaining remnant of Boyle Heights' Jewish past.

The development of a regional freeway system after World War II drastically altered the physical landscape of Boyle Heights. Despite strong opposition, five freeways and the multilevel East Los Angeles Interchange were constructed through Boyle Heights between 1948 and 1965, razing entire blocks, displacing thousands of households, and carving up the once-cohesive community into disconnected sections.

Other notable sites in Boyle Heights include the Boyle Hotel/Cummings Block (LA-HCM 891, listed in the NRHP); Hollenbeck Park Lake (LA-HCM 54); Los Angles Chinese Cemetery Shrine (LA-HCM 486); Santa Fe Hospital (LA-HCM 713); Japanese Hospital (LA-HCM 1131); and Evergreen Cemetery.

East Los Angeles

The community of East Los Angeles, as defined here, refers to the area east of the LA River and south of the East Los Angeles Interchange.[40] Historically, this area developed as part of Boyle Heights, but today it is geographically cut off from the larger community by the multiple freeways which crisscross

39 Cesar E Chavez Avenue between Cummings and Mott streets is locally designated as the Brooklyn Avenue Neighborhood Corridor, which is LA-HCM 590.

40 The developmental history of East Los Angeles is largely excerpted and adapted from "SurveyLA Historic Resources Survey Report: Boyle Heights Community Plan Area," prepared by Architectural Resources Group for the City of Los Angeles Office of Historic Resources, December 30, 2014. The community of East Los Angeles is located within the City of Los Angeles and should not be confused with the unincorporated area of Los Angeles County to the east which is also known as "East Los Angeles."

the landscape in this area. The community of East Los Angeles is bordered by the City of Vernon to the south and the City of Commerce and unincorporated Los Angeles County to the east.[41]

The western portion of this community along the east bank of the LA River and the area south of Olympic Boulevard, known as the "flats," was developed as an industrial district beginning in the early 20th century and remains predominantly industrial today. Historically, this area was a southern extension of the industrial area along the river in Boyle Heights, and thus was similarly developed with freight houses, manufacturing facilities, and warehouses alongside the various rail lines. The southernmost portion of this community is occupied by Soto Street Junction, which—along with Redondo Junction, Butte Street Junction, and Clement Junction just across the river—forms one of the most rail-heavy urban landscapes in this part of the city.

This proximity to multiple rail lines led Sears, Roebuck & Company to construct their mail-order facility here in 1927. The Sears, Roebuck & Co. Mail Order Building (LA-HCM 788, listed in the NRHP) is a nine-story, 425,000-square-foot building occupying an eight-acre industrial parcel at the corner of Olympic Boulevard and Soto Street, just east of the river. Designed in the Art Deco style with a prominent tower, this massive building became an instant visual landmark in this part of the city. The building housed the fulfillment and distribution center for the company's mail-order catalog, with a retail store on the ground floor. Sears' presence in this area helped catalyze the development of surrounding industrial parcels in the 1930s, creating a substantial industrial zone. The mail order facility closed in 1992 and Sears sold the building while keeping its retail store in operation. However, in 2021 the retail store finally closed after nearly 94 years in business.

Sears, Roebuck & Co. building upon its completion in 1927

Source: LAPL

Wyvernwood upon its completion in 1939

Source: LAPL

The northern portion of this area is dominated by Los Angeles first garden apartment community, Wyvernwood. Constructed in 1939, Wyvernwood contained nearly 1,200 units spread across 70 acres. In its planning and design, Wyvernwood embodied the innovative concepts espoused by proponents of the Garden City Movement, who believed that all people deserved optimal housing conditions regardless of income or social status. The garden apartment—with its emphasis on access to fresh air and open green spaces, recreation, and social interaction—was viewed as an option to typical apartment living. Every aspect of Wyvernwood's design was carefully considered, from the site plan and arrangement of automobile circulation, to the organization of internal living spaces, to the landscape and recreational facilities. In fact, these same principles were employed in the design of the city's public housing projects of the early 1940s. However, whereas the publicly-funded projects were

41 For some, this area is still considered part of Boyle Heights and not a separate community.

geared toward low-income families, Wyvernwood was privately developed and marketed to middle-income renters (ARG 2012).

City of Vernon

The City of Vernon straddles both sides of the LA River just south of the Los Angeles' Industrial District and East Los Angeles communities.[42] It is bordered to the south by the Cities of Huntington Park, Maywood, and Bell, and to the east by the City of Commerce. Decades before its founding, the land now occupied by the City of Vernon was the site of the 1847 Battle of La Mesa. A victory for the Unites States Army under Commodore Stockton and General Kearny, it was the final armed conflict of the Mexican-American War and the United States' quest to acquire Alta California.

In the late 19th century, this area was home to a small group of farmers—including Civil War hero Captain George R. Vernon—and thus it became known as the community Vernondale or Vernon. In 1887, developer and architect Ezra F. Kysor began subdividing a portion this land for a new 10-acre housing tract named "Central Park," on Central Avenue between 49th and 50th streets. The lush park and few surrounding farms and orchards were the result of fertile soil irrigated by the periodic flooding of the LA River. During this period, Vernon was home to a handful of middle- and upper-class residents, along with a population of Chinese farmers who often clashed with residents over water rights.

While the area was largely farmland land, it was also traversed by a number of major rail lines. By turn of the 20th century, property owners were encouraging railroad companies to run spur lines into the adjacent farmlands, thus providing easy transportation of their crops to market. It was these rail extensions—along with the area's proximity to Downtown LA just a few miles to the north—that ultimately enabled the creation of what influential businessmen John B. Leonis and brothers James J. and Thomas Furlong envisioned as an "exclusively industrial" city. The City of Vernon was incorporated in 1905. However, industry was slow to arrive and the area developed a reputation for lawlessness and a failure to enforce Prohibition. Instead of industry, Vernon became known for Jack Doyle's Center Saloon, a large bar and outdoor boxing arena which hosted some 20 championship boxing matches. In 1909, Leonis lured the Pacific Coast Baseball League to Vernon and the Vernon Tigers erected their own baseball stadium.

By the 1920s, Vernon was attracting large stockyards and meatpacking facilities, including slaughtering operations. While the stockyards have vanished, meat processing and packaging remains a dominant industry in the city. Perhaps most notably, Vernon is the home of Farmer John, which is situated immediately adjacent to the LA River. Farmer John was initially established in 1931 by Irish-American brothers Francis and Bernard Clougherty. During World War II, they supplied meat directly to area military bases such as the Marine Corps Base at Camp Pendleton and the Long Beach Naval Shipyard. In the postwar years, the Clougherty brothers upgraded their facility to increase output, changed the company name to Farmer John, and began sponsoring television programs which turned the brand into a household name. In 1957, the Clougherty brothers commissioned an unemployed Warner Bros. set designer named Les Grimes to paint the exterior of the facility. Instead, Grimes painted an elaborate mural depicting pigs on a farm, which soon gained public appreciation.

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42 The developmental history of Vernon is largely excerpted and adapted from the City of Vernon General Plan, adopted December 4, 2007, amended April 7, 2015.

In 1958, following the Dodgers' move from Brooklyn to Los Angeles, Francis Clougherty became close friends with Dodger owner Walter O'Malley, and soon Farmer John was the official maker of the famous Dodger Dog. Farmer John continues to operate- its Vernon plant as part of Smithfield Foods (Farmer John 2021).

The LA River as it passes through Vernon, 1926
Source: LAPL

Aerial view of Vernon, with the LA River and Soto Street Bridge at upper left, c. 1960
Source: LAPL

In the early 1930s, the City of Vernon began to expand its infrastructure to meet the needs of local industrial activity, such as the electrical demands of cold storage and refrigerated facilities. Vernon began constructing municipal water supply and distribution facilities, as well as its own electrical power plant, thereby allowing the city to provide these two critical services to industry at a comparatively low cost. As a result, during the 1920s and 1930s Vernon became the location of choice for many heavy industrial plants, including steel, aluminum, paper, and glass. Automobile assembly, canning, and other manufacturing operations also were established in the city during this period. In 1929, there were approximately 300 industrial plants employing some 20,000 workers, and only 140 registered voters (Meares 2017).

The City of Vernon's physical landscape is also characterized by the presence of an extensive rail network that has developed over many decades. Composed of multiple main lines, switching yards, and many spur lines to serve the industrial properties, the City of Vernon is also home to the Hobart Yard, the Malabar Yard, the Los Angeles Junction Yard, and a portion of the UP East Yard. The city's most iconic structure, the Vernon Water Tower, was erected around 1960.

Today, the City of Vernon remains almost exclusively industrial, with limited commercial development and just 31 residential units within the city limits (City of Vernon 2015).[43] As economic conditions have changed over the decades, many large-scale industrial operations have relocated out of Southern California or even out of the country. While local industry has shifted to smaller, more specialized manufacturing, processing, and storage operations, Vernon has several competitive advantages for attracting industry. In 2002, the Alameda Corridor—a 20-mile-long freight rail expressway between the Port of Los Angeles and Long Beach and Downtown Los Angeles—was completed along the city's western border. The corridor includes the Mid-Corridor Trench, a 10-mile below-grade rail line that allows trains to bypass many of the region's early 20th-century branch lines and avoid more than 200 street-level railroad crossings. In 2005, the City of Vernon completed construction of the Malburg

[43] Many of the area's residents live in the adjacent City of Maywood.

Generating Station, a 134-MegaWatt gas turbine power plant, which allows the city to provide gas and electricity to its industrial users at some of the lowest rates in California (City of Vernon 2015).

4.2.2.4 Theme: Railroad and Industrial Development Along the LA River

Prior to the 1870s, only local rail lines ran through Los Angeles. However, the opening of the SPRR line to San Francisco in 1876 linked the city with the transcontinental railroad, an event that would change everything for the burgeoning city. In the late 19th century, the railroad brought new settlers and tourists to the region; it enabled the importation of goods from throughout the Midwest and East Coast; and it opened up a national market for Southern California's agricultural industry. The railroads would soon become the driving force behind the region's tremendous growth—as well as the LA River's rapid industrialization—in the late 19th and early 20th centuries.

From the beginning, the development of the railroads in Los Angeles was closely tied to the LA River. Railroad companies laid their tracks on levees they built along the river's banks, levees which also helped to control flooding in the decades before the river's channelization. The AT&SF and the Southern Pacific tracks were located primarily on the west bank of the river, with UP (and its predecessors) situated primarily on the river's east bank. Both passengers and freight were carried along these rail lines, thus prompting the development of railroad infrastructure along the river, including freight depots, passenger terminals, railyards, and switching station, as well as numerous bridges over the LA River.

Arrival of the Transcontinental Railroad

The original plan for Southern Pacific's route to California was to terminate in San Diego, bypassing Los Angeles completely. However, the mayor lobbied the railroad to consider Los Angeles as a potential terminus or hub for a southern transcontinental line. In 1872, Southern Pacific proposed building a rail connection in Los Angeles that would extend north to San Francisco and Sacramento, and east to Yuma, Arizona and beyond. In return, the railroad company made various demands, including for the provision of a suitable site for a station and rail yard.

Ultimately, the city selected a large agricultural parcel north of the pueblo and immediately adjacent to the LA River, an area then considered "far from the center of town" (California State Parks 2005). By 1873, Southern Pacific had started laying tracks from the new "Los Angeles Junction" northbound toward San Francisco (AECOM 2012). With this facility, Los Angeles would join the national rail network and undercut San Diego's bid as the main Southern California rail port (California DPR 2011). By 1875, the rail facility itself was under construction, including a depot, a small freight house, and several shop buildings (AECOM 2012). Upon its opening later that year, Los Angeles Junction—later renamed "River Station"—was already a regionally significant transportation hub, and by 1876, Los Angeles was connected to the East Coast via the transcontinental railroad (California State Parks 2005).

With the completion of the southern transcontinental route between Los Angeles and New Orleans in 1881, River Station needed to accommodate substantial increases in passenger and freight traffic. By the mid-1880s, the expanded property included a 26-stall roundhouse with turntable, coaling and wood house, full set of maintenance shops, a large icing facility (important for the citrus industry), as well as a new passenger depot with a hotel and restaurant. For the next decade, River Station served as the main headquarters for Southern Pacific's operations in Southern California for both passenger and freight service. Southern Pacific had also become Los Angeles' largest employer, with more than 300 workers, many of whom occupied new residential neighborhoods surrounding the station property (California State Parks 2005).

Aerial view of River Station, with the LA River at upper right, 1924
Source: LAPL

However, it was the arrival of Los Angeles' second national railroad—the AT&SF (known as the "Santa Fe") in 1885—that triggered a rate war and led to the population and real estate booms of the 1880s. In 1886, the Santa Fe Railway constructed its first route to Los Angeles through the Cajon Pass. In support of this project, the City of Los Angeles furnished the railroad with a 50-foot ROW along the west bank of the LA River, between Mission and First streets, to build a levee for its tracks. Santa Fe ultimately extended this ROW to 3.7 miles, from North Broadway to the city's southern boundary, using wood pilings and planks. In response, Los Angeles constructed one mile of a new municipal levee on the river's east bank (Gumprecht 2001). Also in 1886, the Southern Pacific made an agreement to allow the Santa Fe Railway to use River Station for its passenger service, and for a brief time River Station was noted on timetables as "Union Depot" (California State Parks 2005).

Expansion of Passenger Service and the Creation of Union Station

Once the Southern Pacific and Santa Fe railroads secured their own ROWs into Los Angeles, they began expanding their respective passenger facilities. In 1888, Southern Pacific relocated its passenger service from River Station to the new Arcade Depot—a large, wooden Romanesque-style train shed with extensive garden—erected at Alameda and Fourth streets. The Arcade Depot served as Southern Pacific's main passenger station until it was replaced by the Los Angeles Central Depot in 1914. In 1893, the Santa Fe Railway purchased land on the west bank of the LA River, along Santa Fe Avenue just south of First Street, where they erected La Grande Depot. This lavish and exotic brick passenger station served as the Santa Fe Railway's main passenger terminal in Los Angeles for some 35 years before ultimately being demolished in 1946.

In 1905, a third transcontinental railroad gained access to Los Angeles when the UP purchased a 50% interest in the San Pedro Los Angeles and Salt Lake Railroad Company.[44] The Los Angeles and Salt Lake Railroad's Victorian-style passenger terminal was constructed in 1891 on the east bank of the LA River, just south of the First Street Bridge. More modest than the terminal stations built by the Southern Pacific and Santa Fe railroads, this station continued to function until it burned down in 1924. However, even those early passenger depots that persisted into the 1930s would ultimately be rendered obsolete and redundant with the opening of Los Angeles Union Station in 1939.

As early as the 1890s, there was discussion around the need for a "Union Station" in Downtown LA, which would eliminate the need for multiple passenger depots. However, any such proposals were resisted by the railroads for decades, as they argued over the location of a new facility, how it would be

[44] In 1916, the railroad shortened its name to the Los Angeles and Salt Lake Railroad Company; in 1936, it dropped all local branding in favor of the name Union Pacific Railroad.

paid for, and even its design. By the 1930s, a modern passenger depot was regarded as essential for the growing city, as downtown's many at-grade rail crossings were leading to traffic gridlock as well as frequent and often fatal accidents. Ultimately, a site was selected along the west bank of the LA River, just across from the old plaza. The chosen location was hardly vacant, but was densely developed with the city's original Chinatown, as well as some of its earliest industrial areas. Nonetheless, the site was ultimately cleared and its residents displaced.

The Los Angeles Union Station Passenger Terminal (LA-HCM 101, listed in the NRHP) opened to the public in May 1939. The new facility not only consolidated the passenger rail operations of the Southern Pacific, Santa Fe, and UP, as well as those of local lines such as the Pacific Electric Railway and Los Angeles Railway. It also prompted the larger reconfiguration of rail infrastructure in the vicinity, including creating new grade separations, and upgrading junctions and switching stations. The new passenger depot was designed in the Spanish Colonial Revival-style with Moderne detailing by prominent local architects Parkinson & Parkinson. By the time Union Station finally opened, Los Angeles has begun its transformation into the ultimate automobile city, as evidenced by the depot's dramatic circular driveway which accommodated passengers being picked up and dropped off by car. It is also the reason that Los Angeles Union Station is considered the last of America's great train stations.

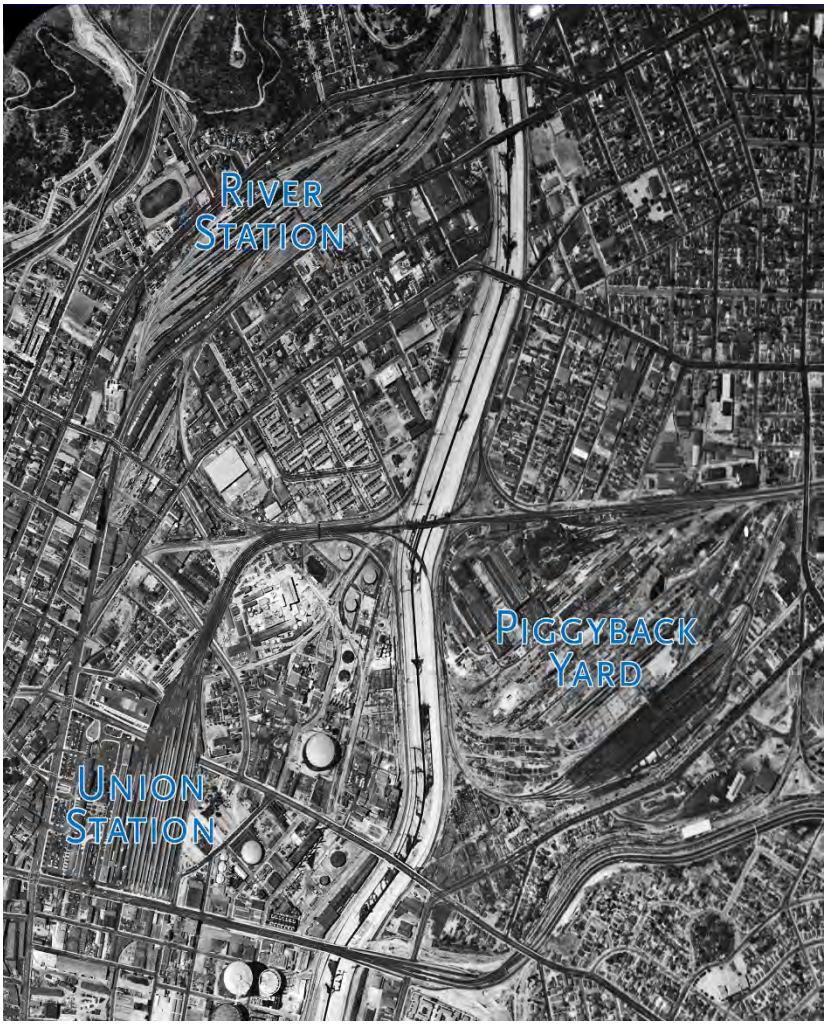
Los Angeles Union Station around the time of its completion in 1939

Source: LAPL

Expansion of Freight Service and the Industrialization of the LA River

Los Angeles' earliest industries were related to the processing of its local agricultural products. Flour mills, such as the Capitol Milling Company (eligible for the NRHP, listed in the CRHR, LA-HCM 82) were established in the 1870s and 1880s to process local grain. Packing houses opened along new rail alignments to prepare citrus and deciduous fruits, and several local wineries fermented locally-grown grapes. The railroads were the most important catalyst for industrial growth in Los Angeles, as they provided an efficient means of transporting local products to markets throughout the region and ultimately the nation (OHR 2018). By the 1890s, Los Angeles was developing into a significant freight hub. As much of the city's early industrial activity was clustered along the banks of the LA River, the river would soon be lined with miles of railroad track.

From 1870 through the turn of the 20th century, the city's industrial growth lagged far behind population growth, an imbalance that civic boosters were determined to fix. The Los Angeles Chamber of Commerce was founded in 1888 with a mission to increase the city's population and economic base. The Los Angeles Merchants and Manufacturers Organization was established in 1896 with a focus on increasing exports and promoting the local steel industry. These two groups coordinated to promote industrial growth in the region (OHR 2018).



Aerial view of early rail yards along the LA River, 1947
Source: UCSB

As early as 1892, the Los Angeles Times was running editorials in favor of creating "industrial districts" where factories could be built without sullying the suburbs. The city established its first industrial district in 1906 on a strip of land that paralleled the Salt Lake, Southern Pacific, and Santa Fe railroads east of downtown ("New District" 1906). At the same time, local newspapers extolled the merits of Los Angeles as an "open shop," producing a steady stream of anti-union articles and editorials. Taken together, these various efforts to grow the region's industrial output were wildly successful. By 1923, the Los Angeles was home to more than 5,100 industrial plants. Over just a few decades, Los Angeles became a national hub for a wide range of heavy industries—including agriculture, food processing, oil and rubber, steel, garments and textiles, and automobile production (OHR 2018).[45]

To support the city's thriving local industries, the railroads required ever-larger rail yards and associated facilities—including freight terminals, switching yards, and switching stations. With Southern Pacific's passenger operations relocated to the Arcade Depot, River Station was expanded to handle the massive volume of freight, mostly from the region's flourishing citrus industry. Around 1904, Southern Pacific moved all of its shop activities from River Station to the newly completed "Los Angeles General Shops Yard" across the river in what is now Lincoln Heights (California State Parks 2005). At this time, the River Station site was essentially cleared, and the turntable, roundhouse, and maintenance shops were dismantled and reconstructed at the new site. The old foundations were buried and the site graded flat for new tracks to be laid. River Station served as Southern Pacific's main freight facility into the early 20th century (AECOM 2012).

The Los Angeles General Shops, known today as the "Piggyback Yard," was where the Southern Pacific repaired and maintained the steam engines that powered its trains. The facility included a machine shop, roundhouse, boiler and blacksmith building, oil tank, shop building, battery house, Pullman building, and a commissary. After World War II, as steam engines began to be replaced by newer

45 Of course, Los Angeles would become home to other major industries as well, most notably the entertainment industry (including motion pictures, radio, television, and music), as well as aviation and aerospace. However, these facilities were located in other parts of the city and not along the LA River.

diesel engine technology, the need for this extensive facility waned. Also at this time, the movement of freight was transitioning from railcar to truck. As a result, the Los Angeles General Shops yard was converted to an intermodal rail facility. All of the shops were demolished and replaced with tracks for loading container truck trailers onto flatbed railcars (hence the term, "piggybacking").

While River Station initially served as the epicenter of Southern Pacific's operations in the region, in 1925 the railroad transferred its freight-handling operations to its much larger facility at Taylor Yard to the north.[46] The Taylor Yard site was acquired by Southern Pacific because of its adjacency to the main line from Los Angeles to San Francisco, which ran along the LA River. After undergoing major improvements during the 1930s, Taylor Yard became an essential part of freight operations of the Southern Pacific, thus marking the beginning of River Station's long, slow decline. After decades of decreasing activity, Southern Pacific ceased all rail activities at River Station in 1992. The site was ultimately scraped and in 2017 re-opened as Los Angeles State Historic Park (LA-HCM 82).

During the early 20th century, the railroads began migrating their facilities southward, away from the increasingly dense parts of the city, but remaining along the banks of the LA River. It was also at this time that Alameda Street began its evolution into a major transportation corridor, linking Downtown LA's rail infrastructure with the Port of Los Angeles in San Pedro. Southern Pacific completed its first major wharf at the port in 1912, and in the 1920s the Port of Los Angeles surpassed San Francisco as the busiest seaport on the West Coast.

As a result, much of Los Angeles' rail-dependent industrial development started to appear south of Union Station, between Alameda Street and the LA River, in the area now known as the Arts District. During the 1910s and 1920s, this area boomed with all manner of manufacturing and processing plants—lumber yards and blacksmiths, slaughterhouses and meatpackers, produce companies and canneries—all reliant upon the railroads to supply them with raw materials and carry their products to market. Soon, this area was also replete with warehouses and storage facilities, including many ice and cold storage facilities.

During this period, the majority of goods shipped out of Los Angeles by rail were handled by the Santa Fe Freight Depot (LA-HCM 795, listed in the NRHP), constructed in 1906. This nearly quarter-mile-long building occupies the west side of Santa Fe Avenue between Third and Fourth streets. Nine years later, Santa Fe constructed another freight house immediately adjacent to the 1906 structure to handle all outbound freight, while the older structure was converted to inbound traffic only.

Due to the dense railroad development along the LA River, this area is also home to multiple junctions—where two or more rail routes come together—including Glendale Junction, Mission Junction, Taylor Junction, Naud Junction, Butte Street Junction, Soto Street Junction, and Redondo Junction in Los Angeles; and Clement Junction and Hobart Junction in the City of Vernon. Mission Junction was an important early junction in the area, originating in the 1890s. Mission Tower (eligible for the NRHP, listed in the CRHR), a three-story interlocking tower located on the west bank of the LA River, was originally constructed by the Santa Fe Railway in 1916. In the late 1930s, Mission Junction underwent an expansion and reconfiguration of tracks to accommodate the new Union Station under construction to the immediate southwest. In 1938, the existing interlocking tower was enlarged to house a new centralized group of signals with an operator to coordinated movements at this busy intersection of Santa Fe and UP rail lines.

[46] The Taylor Yard site is located just north of the Proposed Project Study Area.

Aerial view of the Redondo Junction Butte Street Yard at left, west of the LA River, 1938

Source: USC

Redondo Junction was originally known as Ballona Junction in the 1880s. The Redondo Junction Tower was built in 1906 and was staffed 24 hours a day with an operator using a hand-operated switch and signal "interlocker" to ensure the safe passage of trains where Santa Fe and Los Angeles & Salt Lake Railroad lines overlapped (ACTA 2021). In the early 1910s, Santa Fe began moving some of its rail yard operations to a 65-acre site on the west bank of the LA River near Washington Boulevard, now known as the Redondo Junction Butte Street Yard (eligible for the NRHP, listed in the CRHR). The Butte Street Yard has served as the primary locomotive service area for the AT&SF and Amtrak in the Los Angeles area since 1920. It includes the 25-stall roundhouse (1913), the turntable (1914), master mechanic and locomotive supervisor's offices (c. 1920), and the watchman's tower (1924). In the mid-1930s, diesel engine locomotives were introduced to the Santa Fe system and soon replaced the less efficient steam-powered engines. The Redondo Junction Roundhouse served its last steam locomotive in 1954.

During the 1920s, UP was occupying freight yards east of the river between the First and Sixth streets, with the Union Pacific Freight House just north of First Street. However, needing expanded facilities, UP eventually relocated its coach yard further south to Hobart Junction, on the east side of the river near Downey Road, in the relatively new City of Vernon. Known as the UP East Yard, in 1959 this site was converted to a modern freight warehousing facility which accommodated increasingly important truck transfers, rail hoists for piggybacking, and an enhanced communications system for increased productivity ("New $3,000,000 Union Pacific Freight Terminal" 1959). Today this facility serves as the BNSF Railway Yard.

Decline of Passenger Service and the Creation of Amtrak

In the postwar period, the nation's reliance on automobiles and the increasing popularity of airplane travel led to a steep decline in the use of passenger trains. The federal government funded the construction of a National Highway System and multiple commercial airports around the country, new facilities which served as direct competition to the privately-owned railroad companies that operated the passenger trains. The industry's death knell came in 1967, when the Santa Fe Railway discontinued all but six of its remaining trains, thus ending almost all passenger service on one of the largest railroads in the country.

Seeking to rescue passenger rail system in the United States, Congress passed the Rail Passenger Service Act of 1970. This legislation established the quasi-public National Railroad Passenger Corporation, later rebranded as Amtrak, to take over all intercity passenger rail routes (Amtrak 2021). Amtrak began operations on May 1, 1971, operating all but six of the existing passenger lines. Over time, Amtrak would cut the nation's passenger rail network by about half, as several major rail lines transitioned to freight-only lines. Today, Amtrak operates six passenger routes in and out of Los Angeles' Union Station and is the country's sixth busiest Amtrak station. It also maintains the

Amtrak Eighth Street Yard, located on the west side of the LA River just south of the I-10/Santa Monica Freeway, which operates as a service yard for Amtrak passenger trains.

The Central Manufacturing District and Los Angeles Junction Railway

The CMD was the first planned industrial district in the nation. Established in the early 1920s, it was founded by a group of Chicago-based entrepreneurs who had invested in the highly successful Chicago CMD and the Chicago Union Stockyards. Seeking to replicate in Los Angeles what had evolved organically in their home city, a group of investors purchased 300 acres of cauliflower fields along the west bank of the LA River in the City of Vernon. The roughly triangular site was bounded by present-day Downey Road on the west and Fruitland Avenue on the south. A third of the area was dedicated to the Union Stockyards Company, with the rest subdivided into 125 large industrial parcels provided with railroad spurs to the new LAJR.

The CMD was promoted as a full-service industrial district, complete with its own freight-handling railroad, street maintenance service, and district police and fire. It also boasted the availability of skilled and unskilled labor of all types—including mechanics, clerks, engineers, factory workers, and foremen. They advertised low insurance rates, access to water, and a clean and attractive environment at a time when industrial areas were known for their congestion, disorder, filth, and difficult working conditions. The Union Stockyards, a key part of the CMD plan, opened in 1922 east of Downey Road near Packers Avenue. At one time, the facility held some 10,000 animals that arrived by rail for slaughter. By 1953, the Union Stockyards handled more than half the beef processed in Los Angeles County ("Union Stockyard Breathing Last" 1960). The CMD also included the CMD Terminal building. Constructed in 1923, this elegant 6-story warehouse included space for 150 manufacturers, a rooftop restaurant for entertaining business clients, and an elaborate Mission Revival-style tower which concealed a water tank.

The CMD was wildly successful from the start, not only attracting existing companies from other parts of the city, but also national firms looking to establish operations on the booming West Coast. The CMD was particularly popular among the Chicago-based companies with which its investors had considerable network connections. The district began adding acreage to the original triangle as early as 1930, often acquiring areas occupied by raw materials processing (such as sand, gravel, lumber, and concrete) rather than traditional manufacturing and processing. The CMD attracted a wide range of industries, including iron, steel, coal, glass, chemicals, wool, paper, furniture, metal products, electrical products, warehousing, food processing, and others. Companies located in the CMD included William Wrigley, Jr. Co., Spiegel, Rexall Drug Co., Westinghouse Electric & Manufacturing, and Havoline Oil Co. By 1952, the CMD had expanded to over 2,800 acres, with significant frontage along both sides of the LA River. Today, the CMD extends well beyond the City of Vernon into the adjacent Cities of Maywood, Bell, and Commerce.

Integral to the CMD's early success was the LAJR, a local railway whose purpose was to transport freight cars to and from the various plants and warehouses in the CMD. Opened in 1923, the LAJR functioned as a neutral railway for all of the major railroad lines, collecting and distributing freight cars throughout the district on 30 miles of track. This highly-efficient system operated free of charge to the major railroads, managing their last miles of transport without jurisdictional conflicts. The only privately-owned terminal line west of Chicago, the LAJR started expanding almost immediately, and by 1955 it had 57 miles of track and a roundhouse for its seven blue diesel engines ("Junction Rail" 1925). The LAJR became a subsidiary of the Santa Fe Railway in 1972. Now operating under the Burlington Northern Santa Fe (BNSF) banner, it continued to serve the entire CMD. The LAJR's rail yard sits on the west bank of the LA River between Downey Road and District Boulevard in the City of Vernon.

Conclusion

While industrial development in Los Angeles continued during and after World War II, it primarily occurred in other parts of the city. Most notably, the Los Angeles area become an epicenter of aircraft manufacturing and other defense-related industries during the war, with sprawling plants located in Santa Monica and the San Fernando Valley. By this time, the riverfront in and around Downtown LA was completely built out and new industries were looking elsewhere to expand their facilities.

During most of the 19th and 20th centuries, industrial development in Los Angeles was dependent upon the LA River directly, or the rail lines that lined its banks. However, as truck transport supplanted freight rail operations and industry became less reliant upon the railroad for distribution, the region's industrial landscape became more decentralized. As a result, the Los Angeles riverfront as it exists today is largely a holdover from an earlier period when the river was inextricably linked with the railroad, and thus with the industries that helped to redefine the modern American city.

4.3 Built-Environment Historical Resources in the Area of Potential Impact

This section presents all identified built-environment historical resources as defined by CEQA located within the Proposed Project API. An analysis of potential impacts to each of these built-environment historical resources as a result of the Proposed Project appears in Chapter 5.

In this report, identified built-environment historical resources fall into one of two categories: previously identified built-environment historical resources and newly identified built-environment historical resources. Previously identified built-environment historical resources are properties that are listed in or have been formally determined eligible for listing in the NRHP,[47] properties that are listed in the CRHR,[48] and properties that are locally designated.[49] Properties that have been identified as appearing eligible for the NRHP, CRHR, or local designation by SurveyLA or other historical resources surveys are also considered here to be previously identified built-environment historical resources.[50] All such previous evaluations have been carried forward for the purposes of this impact analysis report; previously identified built-environment historical resources were not reevaluated.

Newly identified built-environment historical resources are properties that have been identified through this impact analysis process. All of these properties are treated here as built-environment historical resources for purposes of CEQA.

4.3.1 Previously Identified Built-Environment Historical Resources

There are 38 previously identified built-environment historical resources that qualify as historical resources under CEQA within the Proposed Project API. These include properties listed in or determined eligible for the NRHP and/or CRHR, designated LA-HCMs, as well as properties identified

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47 This includes properties that have been assigned California Historical Resource Status Code "1" (listed in the NRHP or the CRHR), or Status Code "2" (determined eligible for listing in the NRHP or CRHR).

48 Properties listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

49 In the City of Los Angeles, properties can be designated locally as LA-HCMs. The City of Vernon does not have a local historic preservation program.

50 This includes properties that have been assigned Status Code "3" (appears eligible for the NRHP or the CRHR), or Status Code "5" (recognized as historically significant by a local government) in SurveyLA, the Adelante Eastside Redevelopment Area historic resources survey, the Cornfield Arroyo Seco Specific Plan Area historic resources survey, or the Northeast Los Angeles River Revitalization Area historic resources survey.

through previous historical resource surveys. Among these previously identified historical resources are two flood control channels; 11 LA River bridges; the remnants of another LA River bridge; two public parks; a freeway; a tunnel; a city jail; a public housing complex; a rail yard; a utility yard; a winery; and multiple industrial manufacturing and warehouse properties. These properties include resources that are individually eligible, as well as two historic districts which are partially within the API and have contributing elements within the API.

A list of previously identified built-environment historical resources within the Proposed Project API appears in Table 4-1. This table presents the LA River bridges, followed by other identified properties, listed north to south. Each resource listing includes the property name, address/location, date of construction, brief physical description, and the previous evaluation(s) which qualifies the property as a historical resource under CEQA.

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
LA River Bridges (north to south)		
SR-110 Bridge N	Bridge ID 4a	The SR-110 Bridge N (Caltrans Bridge 53-0042L) is an 850-foot, steel and concrete girder/T-beam bridge constructed in 1944. This bridge carries the southbound lanes of the Arroyo Seco Parkway/SR-110 over the LA River channel, as well as the railroad tracks on both sides of the channel, N Avenue 19, and N San Fernando Road. The bridge was designed to duplicate the features of the adjacent Figueroa Street Viaduct (now SR-110 Bridge S) built a few years prior. This bridge was constructed as part of the Arroyo Seco Parkway's Southerly Extension through Elysian Park, serving as a new southbound roadway to supplement the Figueroa Street Viaduct and Tunnels, which were converted from two-way traffic to a one-way northbound roadway. The SR-110 Bridge N is a contributing element of the Arroyo Seco Parkway Historic District, which was listed in the NRHP in 2011 and thus is a historical resource under CEQA.
SR-110 Bridge S	Bridge ID 4b	The SR-110 Bridge S (Caltrans Bridge 53-0042R) is an 803-foot, steel and concrete girder/T-beam bridge constructed in 1936. This bridge carries the northbound lanes of the Arroyo Seco Parkway/SR-110 over the LA River channel, as well as the railroad tracks on both sides of the channel, N Avenue 19, and N San Fernando Road. This bridge was originally built as the Figueroa Street Viaduct, carrying two-way traffic on a direct line with the Figueroa Street Tunnels, and was later upgraded to freeway standards and converted to the northbound lanes of the Arroyo Seco Parkway. The SR-110 Bridge S was determined eligible for the NRHP in 1986, and thus is a historical resource under CEQA. It is also a contributing element of the Arroyo Seco Parkway Historic District, which was listed in the NRHP in 2011 and thus is a historical resource under CEQA.
North Broadway Viaduct	Bridge ID 6	The North Broadway Viaduct (Caltrans Bridge 53C0545) is a 968-foot, open-spandrel concrete-arch bridge spanning the LA River and railroad tracks along both sides of the river channel. Originally known as the Buena Vista Street Viaduct, it was designed by Homer Hamlin, City Engineer for the Los Angeles BOE, along with noted architect A.F. Rosenheim. Completed in 1911, it was one of the first monumental bridges designed by the City of Los Angeles to carry automobiles over the LA River. At the time of its construction, it was the longest and widest concrete bridge in California, as well as the first open-spandrel arch bridge in the state. Designed in the Beaux Arts style, features include its seven arched spans, in-river piers, monumental Classical pylons and portico, 12

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		viewing balconies, ornamental concrete balustrades, and ornamental light standards. The North Broadway Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 907 as part of a grouping of 11 LA River bridges. Thus, the North Broadway Viaduct is a historical resource under CEQA.
North Spring Street Viaduct	Bridge ID 7	The North Spring Street Viaduct (Caltrans Bridge 53C0859) is a 700-foot, open-spandrel concrete-arch and T-beam bridge spanning the LA River and railroad tracks along both sides of the river channel. Originally known as the North Spring Street Bridge, it was designed by Merrill Butler, Engineer of Bridges for the Los Angeles BOE, along with City Engineer John C. Shaw. Constructed in 1928, it was built as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Beaux Arts style, features include its two arched river spans, ornamental concrete parapet walls, curved brackets under the deck, and ornamental light standards. The North Spring Street Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 900 as part of a grouping of 11 LA River bridges. Thus, the North Spring Street Viaduct is a historical resource under CEQA.
North Main Street Bridge	Bridge ID 8	The North Main Street Bridge (Caltrans Bridge 53C1010) is a 311-foot, open-spandrel concrete-arch bridge spanning the LA River. Constructed in 1910, this bridge was designed by Homer Hamlin, City Engineer for the Los Angeles BOE, along with H.G. Parker and Hugo Eckardt. It was one of the first monumental bridges designed by the City of Los Angeles to carry automobiles over the LA River. At the time of its construction, it was the only three-hinged concrete-arch bridge in the western United States. Designed in the Beaux Arts style, features include its three arched spans, in-river piers, ornamental concrete parapet walls, and ornamental light standards. The North Main Street Bridge contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States, and is the only at-grade LA River bridge remaining in Downtown LA. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 901 as part of a grouping of 11 LA River bridges. Thus, the North Broadway Viaduct is a historical resource under CEQA.
Cesar E Chavez Avenue Viaduct	Bridge ID 11	The Cesar E Chavez Avenue Viaduct (Caltrans Bridge 53C0130) is a 1,270-foot, open-spandrel concrete-arch and T-beam bridge spanning the LA River and railroad tracks along both sides of the river channel. Originally known as the Macy Street Viaduct, it was designed by Merrill Butler, Engineer of Bridges for the Los Angeles BOE, along with City Engineer John C. Shaw. Constructed in 1926, it was built as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Spanish Baroque style, features include its single arched river span, curved brackets under the deck, four monumental arched porticos, ornamental concrete balustrades, and ornamental light standards/streetcar wire support poles. The Cesar E Chavez Avenue Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. In 1979, it was designated as LA-HCM 224. It was determined

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		eligible for the NRHP in 1986. Thus, the Cesar E Chavez Avenue Viaduct is a historical resource under CEQA.
First Street Viaduct	Bridge ID 14	The First Street Viaduct (Caltrans Bridge 53C1166) is a 1,300-foot, open-spandrel concrete-arch and T-beam bridge spanning the LA River, as well as the railroad tracks along both sides of the river channel, Santa Fe Avenue, and Myers Street. It was designed by Merrill Butler, Engineer of Bridges for the Los Angeles BOE, along with City Engineer H.G. Parker. Constructed in 1929, it was built as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Beaux Arts style, features include its two arched river spans, 10 monumental arched porticos with viewing balconies, curved brackets under the deck, ornamental concrete parapet walls, and ornamental light standards/streetcar wire support poles. The First Street Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 909 as part of a grouping of 11 LA River bridges. Thus, the First Street Viaduct is a historical resource under CEQA.
Fourth Street Viaduct	Bridge ID 15	The Fourth Street Viaduct (Caltrans Bridge 53C0044) is a 1,890-foot, open-spandrel concrete-arch and girder bridge spanning the LA River, as well as the rail yards and railroad tracks along both sides of the river channel, and Santa Fe Avenue. It was designed by Merrill Butler, Engineer of Bridges for the Los Angeles BOE, along with architect Louis L. Hunt. Constructed in 1931, it was built as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Gothic Revival style, features include its single arched river span, four monumental lancet-arched porticos with viewing balconies, ornamental concrete parapet walls, ornamental light standards/streetcar wire support poles, split roadway on its west end, and concrete stairways to street level. The Fourth Street Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 906 as part of a grouping of 11 LA River bridges. Thus, the Fourth Street Viaduct is a historical resource under CEQA.
Seventh Street Viaduct	Bridge ID 17	The Seventh Street Viaduct (Caltrans Bridge 53C1321) is a 1,530-foot, closed-spandrel concrete-arch and T-beam bridge spanning the LA River and railroad tracks along both sides of the river channel. This bridge was constructed in two phases. The at-grade lower level was designed by H.G. Parker and built in 1910 to allow trolleys to cross the river. In 1927, a second deck was built on top of the existing bridge to save money while providing a greatly needed elevated viaduct over the railroad tracks running along the river. The resulting structure is not a true double-decked bridge, as it has only one navigable roadbed; the lower deck is not connected to either bank. The bridge addition was designed by Engineer of Bridges for the Los Angeles BOE, Merrill Butler, as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Beaux Arts style, features include its three arched river spans, in-river piers, four monumental pylons, ornamental concrete balustrades, ornamental light standards/streetcar wire support poles, and a concrete stairway to street level. The Seventh Street Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		designated as LA-HCM 904 as part of a grouping of 11 LA River bridges. Thus, the Seventh Street Viaduct is a historical resource under CEQA.
Olympic Boulevard Viaduct	Bridge ID 19	The Olympic Boulevard Viaduct (Caltrans Bridge 53C0163) is a 1,420-foot, open-spandrel concrete-arch and T-beam bridge spanning the LA River and railroad tracks along both sides of the river channel. It was designed by Merrill Butler, Engineer of Bridges for the Los Angeles BOE, along with City Engineers John A. Griffin and R.W. Stuart. Constructed in 1925 as the Ninth Street Viaduct, it was built as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Beaux Arts style, features include its three arched river spans, in-river piers, curved brackets under the deck, monumental pylons, ornamental concrete parapet walls, and ornamental light standards/streetcar wire support poles. The Olympic Boulevard Viaduct contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 902 as part of a grouping of 11 LA River bridges. Thus, the Olympic Boulevard Viaduct is a historical resource under CEQA.
Washington Boulevard Bridge	Bridge ID 21	The Washington Boulevard Bridge (Caltrans Bridge 53C1375) is a 312-foot, at-grade concrete girder/T-beam bridge spanning the LA River. It was designed by Engineer of Bridges for the Los Angeles BOE, Merrill Butler. Constructed in 1931, it was built as part of the city's monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Designed in the Beaux Arts style, features include its five river spans, four in-river piers, four monumental pylons with terra cotta frieze panels depicting the art of bridge building, ornamental concrete parapet walls, and ornamental lanterns. The Washington Boulevard Bridge contributes to one of the largest and most architecturally significant groupings of historic bridges in the United States. It was determined eligible for the NRHP in 1986. In 2008, it was designated as LA-HCM 903 as part of a grouping of 11 LA River bridges. Thus, the Washington Boulevard Bridge is a historical resource under CEQA.
Other Properties (north to south)		
LA River Channel District	--	The LA River channel is a 51-mile, concrete-lined engineered waterway stretching from Canoga Park in the San Fernando Valley to its mouth in the City of Long Beach where it empties into the Pacific Ocean. The channelization of the LA River was conducted by the USACE between 1939 and 1959. The LA River channel was determined eligible for the NRHP as a district in September 2019, and thus is a historical resource under CEQA.[a]
Elysian Park	929 Academy Rd, Los Angeles	Elysian Park is a 575-acre public park, a portion of which (eastern edge) runs along the LA River. Reserved as public land in 1886, it is the City of Los Angeles' oldest and second largest park. Elysian Park was identified as appearing eligible for the NRHP by SurveyLA in 2014, and thus is a historical resource under CEQA.[b]
Riverside-Figueroa Bridge Remnants ("Riverside Ruins")	--	This property consists of the remaining portions of the Riverside-Figueroa Bridge (Caltrans Bridge No. 53C0160), constructed in 1928-29. This bridge originated as the Riverside-Dayton Bridge—including a concrete loggia-type west approach, concrete-arch span over the river, and a concrete T-beam east approach, built in 1928. In 1929, a concrete "sidehill viaduct" was added to the west approach. In 1938, the river span was

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		washed out by severe flood waters and the following year was replaced by a new steel-truss span as part of the USACE's channelization of the river. The renamed Riverside-Figueroa Bridge was designated as LA-HCM 908 in 2008. In 2014, the river span and east approach were demolished; however, the west approach (1928) and sidehill viaduct (1929) are extant. As these remnants are portions of a designated LA-HCM, they are treated here as a historical resource for purposes of CEQA.
Arroyo Seco Parkway (Pasadena Freeway)	--	The Arroyo Seco Parkway is a high-speed limited-access road from Pasadena to Downtown LA. Constructed in 1940, it is considered the country's first freeway. The portion of the Arroyo Seco Parkway located within the Proposed Project API is the 1.7-mile Southerly Extension to Downtown LA, completed in 1942. The Arroyo Seco Parkway is a contributing element of the Arroyo Seco Parkway Historic District, which was listed in the NRHP in 2011 and thus is a historical resource under CEQA.
Arroyo Seco Channel	--	The Arroyo Seco Channel is a concrete-lined river channel stretching from Devil's Gate Dam to the Arroyo Seco's confluence with the LA River. The channelization of the Arroyo Seco was conducted by the WPA in Los Angeles as part of construction of the Arroyo Seco Parkway 1935 and 1940. The portion of the channel within the Proposed Project API was constructed in 1938. The Arroyo Seco Channel is a contributing element of the Arroyo Seco Parkway Historic District, which was listed in the NRHP in 2011 and thus is a historical resource under CEQA.
Figueroa Street Tunnel No. 3	--	Figueroa Street Tunnel No. 3 (Caltrans Bridge 53-0202R) is one of four tunnels carrying the northbound lanes of the SR-110/Arroyo Seco Parkway under Elysian Park. These tunnels were originally constructed in the 1930s to carry the 40-foot roadway of Figueroa Street (two lanes in each direction). Figueroa Street Tunnel No. 3, constructed in 1931, is the northernmost of the four tunnels and the only one within the Proposed Project API. Figueroa Street Tunnel No. 3 is a contributing element of the Arroyo Seco Parkway Historic District, which was listed in the NRHP in 2011 and thus is a historical resource under CEQA.
Lincoln Heights Jail	401-449 N Avenue 19, Los Angeles	The former Lincoln Heights Jail building is a 5-story Art Deco-style building situated on the east bank of the LA River. Originally constructed in 1927 as the Los Angeles City Jail, this facility was expanded in 1951, and was decommissioned in 1965. It was occupied by the Bilingual Foundation for the Arts from 1979 to 2014. The former Lincoln Heights Jail building was designated as LA-HCM 587 in 1993, and thus is a historical resource under CEQA.
--	147 N Avenue 18, Los Angeles	This Quonset hut was erected on this site in 1946. It was identified as appearing eligible for the NRHP by the CASP Area CRA Historic Resources Survey in 2011, and thus is a historical resource under CEQA.
River Station Area (now Los Angeles State Historic Park)	1231–1251 N Spring St, Los Angeles	This property is the former site of River Station, Los Angeles' original train station and rail yard, established in 1875. In 2017, the site was redeveloped as the Los Angeles State Historic Park. The River Station site was designated as LA-HCM 82 in 1971, and thus is a historical resource under CEQA.[c]
Standard Oil Co. Sales Department Building; Woman's Building	1727 N Spring St, Los Angeles	This property is a three-story brick building constructed in 1914 as the sales department and office for Standard Oil Company of California, forerunner of Chevron Corporation. It was designed in the Beaux Arts by prominent architect Myron Hunt. From 1973 to 1991, it was occupied by

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		the Feminist Studio Workshop, the first independent art school for women, and became known as the Woman's Building. During this period, the building was also home to the National Organization for Women, the Associated Feminist Press, and the first Sisterhood Bookstore. The Woman's Building was identified as appearing eligible for the NRHP by the CASP Area CRA Historic Resources Survey in 2011, and designated as LA-HCM 1160 in 2018, and thus is a historical resource under CEQA.
Raphael Junction Block Building	1635–1637 N Spring St, Los Angeles	This two-story industrial building was originally constructed in 1889 as a warehouse for the Raphael Glass Company, making it one of the city's oldest extant industrial warehouses. This property was designated as LA-HCM 872 in 2007, and thus is a historical resource under CEQA.
Standard Oil Co. Office, Auto Repair and Machine Shop	1716–1756 N Spring St/1715–1749 N Naud St, Los Angeles	This one-story industrial building was originally constructed in 1934 as an office and auto repair/machine shop for Standard Oil Company of California, forerunner of Chevron Corporation. The Standard Oil Co. building was identified as appearing eligible for the NRHP by the CASP Area CRA Historic Resources Survey in 2011, and thus is a historical resource under CEQA.
Paper Products Manufacturing Co.	1640–1646 N Spring St, Los Angeles	This one-story brick industrial building was constructed in 1925 as a daylight factory. This property was identified as appearing eligible for the NRHP by the CASP Area CRA Historic Resources Survey in 2011, and thus is a historical resource under CEQA.
California Steel and Cornice Co.	1600–1620 N Spring St/1611 Naud St, Los Angeles	This industrial site, which includes a daylight factory building, was originally constructed in 1945. This property was identified as appearing eligible for the NRHP by the CASP Area CRA Historic Resources Survey in 2011, and thus is a historical resource under CEQA.
LADWP, Main Street Yard	1630 N Main St, Los Angeles	This property was originally developed as a utility yard for the Los Angeles Bureau of Power and Light. The site contains multiple buildings dating from 1923 to 1963, including St. John Substation (Station A), hoist house, shops, test labs, warehouses, repair facilities, garages, crane aisles, and offices. The LADWP Main Street Yard was determined eligible for the NRHP as a district in 1995, and thus is a historical resource under CEQA.[d]
Richard Duardo Printmaking Studio	1714–1736 N Albion St/325–339 Avenue 16/1735–1755 N Main St, Los Angeles	This industrial building, originally constructed in 1930, served as the last printing studio of noted Chicano artist and master printmaker Richard Duardo, from 1980 until his death in 2015. This property was listed as a known resource associated with the cultural development of the Latino community in the SurveyLA Latino Los Angeles Citywide HCS, prepared for the City of Los Angeles' OHR in 2015. It was noted as potentially significant for its association with the Chicano art movement in Los Angeles. Based on this information, and out of an abundance of caution, this property is treated here as a historical resource for purposes of CEQA.
San Antonio Winery	725–749 S Lamar St/700–744 S Gibbons St, Los Angeles	Founded by Italian immigrant Santo Cambianica in 1917, San Antonio Winery is the last remaining winery in the City of Los Angeles. As such, it is a symbol of the city's historic viticulture industry which was one of the chief industries in Spanish and Mexican California. This property was designated as LA-HCM 42 in 1966, and thus is a historical resource under CEQA.

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
William Mead Homes (portion of)[e]	1300 N Cardinal St, Los Angeles	William Mead Homes is a 15-acre public housing development project built by the HACLA. Completed in 1942, it was designed as a modern garden apartment complex, with two- and three-story buildings and numerous semi-private courtyard spaces dispersed across a 15-acre site. William Mead Homes was determined eligible for the NRHP in 2002, and thus is a historical resource under CEQA.
Mission Tower	1436 Alhambra Ave/337 E Cesar E Chavez Ave, Los Angeles	Mission Tower (also known as Terminal Tower) is a two-story Mediterranean Revival-style railroad interlocking tower. Originally constructed by the AT&SF railroad in 1916 to control Mission Junction, it was expanded in 1938 to house a centralized a group of signals with an operator to coordinated movements near the newly completed Union Station. Mission Tower was determined eligible for the NRHP in 2004 and was identified as appearing eligible for the NRHP by SurveyLA in 2016, and thus is a historical resource under CEQA.
Macy Street School	900 N Avila St/505 E Clara St, Los Angeles	The Macy Street School is a three-story brick building constructed in 1915. It was designed in the Beaux Arts style by prominent Los Angeles architect A.C. Martin. Macy Street School was identified as appearing eligible for the NRHP by SurveyLA in 2016, and was determined eligible for the NRHP in 2018, and thus is a historical resource under CEQA.
Denny's Restaurant	530 Ramirez St, Los Angeles	This Denny's restaurant was designed in the Googie style by L.A. Ray for the noted Los Angeles architectural firm Armet & Davis. Constructed in 1966, it reflects the corporate architecture created for Denny's by Armet & Davis in the 1960s. Denny's restaurant was identified as appearing eligible for the NRHP by SurveyLA in 2016, and was determined eligible for the NRHP in 2018, and thus is a historical resource under CEQA.
Kahn-Beck Co./ Friedman Bag Co. Building	801 E Commercial St/600 Center St, Los Angeles	This industrial warehouse building was originally constructed in 1902, with multiple additions over time. In 2002, this property was determined ineligible for the NRHP; SHPO concurred with this finding in 2004. However, in 2017 SurveyLA identified the oldest (northwest) portion of the building as appearing eligible for the NRHP as a rare remaining industrial building from the period in Los Angeles' primary industrial district. Due to this survey finding, the Kahn-Beck Co./Friedman Bag Co. Building is treated here as a historical resource for purposes of CEQA.
Thomas R. Barabee Store and Warehouse	611–615 Ducommun St, Los Angeles	This two-story brick industrial store and warehouse building was constructed in 1926. In 2002, this property was determined ineligible for the NRHP; SHPO concurred with this finding in 2004. However, according to the *Link Union Station Cultural Resources Impacts Assessment Report* (June 2019), "In an email on December 19, 2014, responding during the Section 106 process for SCRIP (the predecessor project to LinkUS), the City of Los Angeles OHR stated that it believed the Thomas R. Barabee Store and Warehouse is a historical resource for purposes of CEQA. In 2014, OHR believed that the property is a significant example of commercial architecture and provided information related to context, theme, and property type for citywide commercial architecture" (Metro 2019). This property was not identified by SurveyLA, and no California Historical Resource Status Codes were assigned. However, based on the information provided by the City of Los Angeles OHR in 2014, and out of an abundance of caution, it is treated here as a historical resource for purposes of CEQA.

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
Walker Foods, Inc./El Pato Salsas	250 N Myers St/233–243 N Mission Rd, Los Angeles	This industrial site contains multiple buildings, the oldest of which was originally constructed in 1916 as a freight house for the Los Angeles and Salt Lake Railroad. This property is also the longtime home of Walker Foods, founded in 1914. This property was identified as appearing eligible for the NRHP by the Adelante Eastside Redevelopment Area CRA Historic Resources Survey in 2008, and thus is a historical resource under CEQA.
--	161 N Mission Rd, Los Angeles	This two-story brick industrial building was constructed in 1921. This property was identified as appearing eligible for the CRHR by the Adelante Eastside Redevelopment Area CRA Historic Resources Survey in 2008, and thus is a historical resource under CEQA.
--	1345 E Willow St, Los Angeles	This 3-story brick industrial building was constructed in phases, with the earliest portion dating to 1923. This property is a contributor to the Downtown Los Angeles Industrial Historic District, which was identified as appearing eligible for the NRHP in 2017 and thus is a historical resource under CEQA.
--	2140 E Seventh Pl, Los Angeles	This 3-story brick industrial building was constructed in 1910. This property was identified as appearing eligible for the NRHP by SurveyLA in 2016, and thus is a historical resource under CEQA.
WM (Waste Management) Downtown Diversion	2416–2424 E Olympic Bl, Los Angeles	This industrial yard was originally established by the Southern California Gas Company in 1915. The property has been developed over time—with extant buildings dating from the 1930s, 1940s and 1950s—as well as mechanical equipment and surface parking areas. According to the BERD for Los Angeles County maintained by the California Office of Historic Preservation, the property at 2416 E Olympic Bl was determined eligible for the NRHP in 1989, however it is unclear if this refers to a specific building on the site or to the whole site. In 2016, SurveyLA identified the entire site as potentially eligible for historic listing or designation; however, the evaluation could not be completed due to limited visibility from the public ROW. Due to these previous findings, and out of an abundance of caution, this property is treated here as a historical resource for purposes of CEQA.
AT&SF Railway Redondo Junction/Butte Street Yard (portion of)[f]	2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	This property is composed of a large train yard developed with multiple railroad-related buildings and structures. Originally established in the early 20th century, the Butte Street Yard has served as the primary locomotive service area for Santa Fe and Amtrak in the Los Angeles area since 1920 and is a rare remaining example of railroad development from the steam locomotive era. This property was determined eligible for the NRHP as a district in 1994, including the roundhouse (1913), turntable (1914), master mechanic and locomotive supervisor's offices (c. 1920), and the 2-story Prairie-style watchman's tower (1924). Thus, the Butte Street Yard is a historical resource under CEQA. This property may also include the NRHP-listed AT&SF Railway Steam Locomotive No. 3751 (see separate entry).
AT&SF Railway Steam Locomotive No. 3751	2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	This property is identified as the location of the 1927 Steam Locomotive No. 3751, built by the Baldwin Locomotive Works as the first "Northern" type steam locomotive for the AT&SF Railway. It served passenger duties until its retirement in 1957, when it was moved to San Bernardino. It was restored to operating condition in 1991 and then put on display at the Redondo Junction Butte Street Yard. Steam Locomotive No. 3751 was listed in the NRHP in 2000. Some sources indicate that the locomotive has been moved from this site. However, because it is listed in the NRHP under the Washington

Table 4-1. Previously Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		Boulevard address for the Butte Street Yard, and out of an abundance of caution, this property is treated here as a historical resource for purposes of CEQA.
Downtown Los Angeles Industrial Historic District	--	The Downtown Los Angeles Industrial Historic District refers to the industrial zone situated between the Alameda Street corridor and the LA River, in the area now known as the Arts District. This area served as the city's primary industrial district from the late-19th century through World War II, with extant original buildings constructed primarily from 1900 to 1940. This historic district was identified as appearing eligible for the NRHP by SurveyLA in 2017, and thus is a historical resource under CEQA. One property in the district boundary is within the Proposed Project API—a district contributor at 1345 E Willow Street, Los Angeles (see separate entry).
Arroyo Seco Parkway Historic District	--	The Arroyo Seco Parkway Historic District comprises the various elements associated with the development and construction of the Arroyo Seco Parkway, the nation's first freeway. The district encompasses the 6-lane, 8.21-mile, limited-access roadway (SR-110) between Pasadena and Downtown Los Angeles. Additional district components include grade separations, tunnels, bridges, overcrossings, pedestrian overpasses, pedestrian and equestrian undercrossings, the roadway itself, the Four-Level Interchange, the Arroyo Seco Channel, and the Arroyo Seco Maintenance Station. This historic district was listed in the NRHP in 2011, and thus is a historical resource under CEQA. There are five contributing elements of the district that are within the Proposed Project API—the Arroyo Seco Parkway itself; the northbound freeway bridge over the LA River (SR-110 Bridge S); the southbound freeway bridge over the LA River (SR-110 Bridge N); the Arroyo Seco Channel; and Figueroa Street Tunnel No. 3 (see separate entries).

[a] In September 2019, USACE requested SHPO concurrence with their determination of NRHP eligibility for the LA River channel as a district under Criteria A and C at local level of significance. SHPO concurred with this determination, and thus the LA River Channel District is considered a historical resource under CEQA. USACE's letter indicates that a cultural resource report was prepared as part of this determination. This report was requested from the SCCIC in June 2021; however, this documentation was not located. In the absence of underlying documentation which may define the boundaries of the resource, for the purpose of this report the historical resource within the Proposed Project API is defined as the LA River channel itself, from top-of-bank to top-of-bank. USACE's letter dated September 6, 2019 requesting SHPO concurrence with their Determination of Eligibility, and SHPO's letter of concurrence dated September 20, 2019, are attached to this report (refer to Attachment A).

[b] Elysian Park contains multiple locally designated Historic-Cultural Monuments—including the Chavez Ravine Arboretum (LA-HCM 48); the Los Angeles Police Academy Rock Garden (LA-HCM 110); and Barlow Hospital (LA-HCM 504). However, these Historic-Cultural Monuments are all located outside the Proposed Project API. Elysian Park also includes Portola Trail Campsite No. 1, California Historical Landmark No. 655, which is within the API. However, this is a commemorative site only with no physical elements, and thus is not considered a historical resource for purposes of CEQA.

[c] This property also contains an exposed segment of the Zanja Madre; however, it is located outside the Proposed Project API.

[d] This site also contains a 1983 mural entitled "La Raza's Struggle for Freedom," which was noted as potentially significant in the SurveyLA Latino Los Angeles Citywide HCS, prepared for the City of Los Angeles' OHR in 2015.

[e] This historical resource includes additional parcels that are situated outside the Proposed Project API.

[f] This historical resource includes additional parcels that are situated outside the Proposed Project API.

CASP = Cornfield Arroyo Seco Specific Plan

CRA = Community Redevelopment Area

OHR = Office of Historic Resources

There are two properties within the Proposed Project API that were previously identified as built-environment historical resources but are no longer extant, and thus are not treated here as historical resources for purposes of CEQA. The National Cold Storage building at 210 Center Street/118 Jackson

Street, Los Angeles was a five-story concrete building constructed along the railroad trackage of the LA River in 1909. This property was identified as appearing eligible for the NRHP by SurveyLA in 2016. This building has since been demolished and is no longer extant. The James K. Hill & Sons Pickle Works Building at 1001 E First Street, Los Angeles was built in parts from 1888 to 1909, and was one of the few Victorian-era brick industrial buildings left standing in the City of Los Angeles. The Pickle Works Building was determined eligible for the NRHP in 2001. Subsequently, the southern 75 feet of the building was demolished to allow for the widening of the First Street Viaduct. The remaining portion of the building was identified as appearing eligible for the NRHP by SurveyLA in 2016, and subsequently demolished as part of an expansion of the adjacent railyard.

4.3.2 Newly Identified Built-Environment Historical Resources

There are 11 newly identified built-environment historical resources within the Proposed Project API. Among these are an LA River bridge; a bridge over the Arroyo Seco; two meat processing plants; a collection of ornamental street lights; and several industrial factory and warehouse properties.

Table 4-2 provides a list of newly identified historical resources within the Proposed Project API. This table presents the one applicable LA River bridge, followed by other identified properties, listed north to south. Each resource listing includes the property name; address/location; date of construction; brief physical description; known alterations; development and use history; owner/occupant history; architect (if any); character-defining features; and a statement of significance, including eligibility under CRHR criteria and an abbreviated integrity assessment, which qualifies the property as a historical resource under CEQA.

Table 4-2. Newly Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
LA River Bridges (north to south)		
Atlantic Boulevard Bridge	Bridge ID 30	The Atlantic Boulevard Bridge (Caltrans Bridge 53C0252) is an at-grade, closed-spandrel concrete-arch bridge that carries Atlantic Boulevard over the LA River channel in the City of Vernon. Constructed in 1931 as the Pasadena Avenue Bridge, this 464-foot roadway bridge is contemporaneous with the City of Los Angeles' monumental bridge building program which oversaw the construction of a series of bridges across the LA River in the late 1920s and early 1930s. Although not part of this bridge program, this bridge clearly embraced many of the design concepts which characterize these other LA River bridges, including its concrete-arch technology and Neoclassical aesthetic. The Atlantic Boulevard Bridge appears significant at the local level under criterion A/1 as part of a larger collection of concrete LA River bridges constructed in the 1920s and 1930s, and as a rare and intact 1930s LA River bridge in the City of Vernon; and under criterion C/3 as an excellent example of a Beaux Arts-style concrete-arch bridge in the City of Vernon. Features include its concrete construction, seven concrete-arch river spans with closed spandrels, in-river piers, curved brackets under the deck, and ornamental concrete parapet walls. It appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. The light standards appear to be replacements. The Atlantic Boulevard Bridge appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA. This bridge was previously evaluated as ineligible for the NRHP.

Table 4-2. Newly Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
Other Properties (north to south)		
San Fernando Road/Arroyo Seco Channel Bridge	--	The San Fernando Road/Arroyo Seco Channel Bridge (Caltrans Bridge 53C1309) is an at-grade, closed-spandrel concrete-arch bridge that carries San Fernando Road over the Arroyo Seco Channel just east of the LA River confluence. This 81-foot roadway bridge now spans the Arroyo Seco Channel. However, the bridge was originally constructed in 1913, predating the channelization of the Arroyo Seco by some 25 years, making it one of the oldest extant bridges over the Arroyo Seco. The San Fernando Road/Arroyo Seco Channel Bridge appears significant at the local level under criterion A/1 as a rare and intact early-20th century bridge over the Arroyo Seco, and under criterion C/3 as an excellent example of early concrete-arch bridge construction in Los Angeles. Features include its concrete construction, single-arch span with closed spandrels, and curved brackets under the deck. It appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. The metal guardrails appear to be replacements. The San Fernando Road/Arroyo Seco Channel Bridge appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA. This bridge was previously evaluated as ineligible for the NRHP.
--	1734 N Main St, Los Angeles	This three-story industrial building dates to about 1930. Research indicates this building originated as a one-story private garage for R.S. Chiffermann Co., constructed in 1923. However, by 1930 it had been expanded into a 3-story factory building with a rooftop sign, with an addition constructed in 1935. This building appears significant at the local level under criterion A/1 for its association with 1930s industrial development in one of Los Angeles' oldest industrial areas; and under criterion C/3 as an excellent example of a 1930s factory building in Los Angeles. Features include its concrete construction; flat roof with decorative parapets; plaster exterior siding; decorative stringcourse; wood double-hung windows on the ground story and steel divided-light fixed and pivot windows in the upper stories; symmetrical primary façade; cast-iron entrance canopy with chain ties; and metal fire escape on the east façade. It appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. Exterior stairs were added to the primary façade between 2012 and 2014. The industrial building at 1734 N. Main Street appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA.
Cesar E Chavez Ave/Vignes St Street Lights	--	The Cesar E Chavez Ave/Vignes St Street Lights is a collection of ornamental street lights/trolley wire support poles situated along both sides of N Vignes Street between Ramirez Street and E Cesar E Chavez Avenue, and on the south side of E Cesar E Chavez Avenue between Lyon Street and the Macy Street Grade Separation. These street lights/trolley poles are identical to the integrated lights standards lining what is now the Cesar E Chavez Viaduct over the LA River (originally the Macy Street Viaduct), constructed in 1926, and were presumably constructed at the same time. The Cesar E Chavez Ave/Vignes St Street Lights appears significant at the local level under criterion A/1 as an excellent example of 1920s municipal street light infrastructure; and under criterion C/3 for its high artistic value representing lighting standards and design from the period in Los Angeles. Features include cast concrete construction; round tapered post with spiral fluting and classical capital; dual metal lanterns; and an extended pole to support electrical wires for the streetcars. They appear to be intact from their historic period and retain sufficient integrity to convey their significance. No information could be found to indicate that these street lights have been previously evaluated or designated, either on their own or as part of the local designation and NRHP Determination of Eligibility for the Macy Street Viaduct. For this reason, they have been evaluated here. The Cesar E Chavez Ave/Vignes St Street Lights appear eligible for listing in the CRHR and for local designation as an LA-HCM, and thus they comprise a historical resource under CEQA.

Table 4-2. Newly Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
Los Angeles Furniture Mart Building	2155 E Seventh St, Los Angeles	This four-story warehouse building in its current configuration dates to 1934. Research indicates this building originated as a 45-foot by 45-foot building constructed in 1921 for the Peppers Fruit Co., which was expanded a month later. By 1923, the building was occupied by the Peck & Hills Furniture Co., as indicated by the "P&H" monogram over the main entrance. In 1934, an addition designed by noted architect John M. Cooper was constructed to link two adjacent buildings owned by Furniture Manufacturers Association, Inc. to create the nearly block-long Los Angeles Furniture Mart. The Los Angeles Furniture Mart Building appears significant at the local level under criterion A/1 for its association with 1930s industrial development in one of Los Angeles' oldest industrial areas; and under criterion C/3 as an excellent example of a 1930s industrial warehouse in Los Angeles. Features include its board-formed concrete construction; four-story height and massive scale; flat roof with parapets; simple stringcourse; cast-stone ornamentation; steel divided-light windows; symmetrical primary façade; and metal fire escapes on the west façade. It appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. Alterations including the removal of decorative parapet caps on the primary façade, and the replacement of central operable sashes in the steel industrial windows throughout. The Los Angeles Furniture Mart Building appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA.
--	2121 E Seventh Pl, Los Angeles	Located in what is now the Arts District, this property is developed with multiple industrial buildings, two of which were constructed in 1923. Most notably, there is a two-story brick building designed with elements of the Renaissance Revival style situated along the northern portion of the site. Features include its brick construction; flat roof with parapets; a clipped corner entrance; round-arch openings; paired steel divided-light casement windows with classical pilasters, some with bottle-glass transoms; and cast-stone ornamentation. While the original tenants of these buildings are not known, by 1950 the site was occupied by Metalcraft Products Co., a metal product manufacturer (historic address: 2119-2125 Atlantic). The two buildings in the southern portion of the property are now occupied by Bestia Restaurant, with the remainder of the site converted into residential lofts. This industrial property appears significant at the local level under criterion A/1 for its association with 1920s industrial development in one of Los Angeles' oldest industrial areas; and under criterion C/3 as an excellent and intact example of a 1920s Renaissance Revival-style industrial building in Los Angeles. It appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. Thus, this industrial site appears eligible for listing in the CRHR and for local designation as an LA-HCM. This property is only partially visible from the public ROW. However, out of an abundance of caution, it is treated here as a historical resource for purposes of CEQA.
Hoffy/Bill Bailey's	2731 S Soto St, Vernon	The Hoffy/Bill Bailey's meat processing plant occupies the large triangular industrial parcel bounded by Soto Street and the LA River in the City of Vernon. Research suggests Hoffy has been in operation on this site since its founding as Hoffman Bros. in the 1930s, making it one of the oldest remaining meat packing plants in the city. The earliest extant buildings on the site appear to date from the 1930s/early 1940s. The Hoffy meat processing plant appears significant at the local level under criterion A/1 for its association with the meat packing industry in Vernon, an important part of the city's early industrial history, and for its association with the nationally-recognized Hoffy food brand. It appears to retain sufficient integrity to convey its significance. Thus, the Hoffy/Bill Bailey's meat processing plant appears eligible for listing in the CRHR and for local designation as an LA-HCM. This property is only partially visible from the public ROW. However, out of an abundance of caution, it is treated here as a historical resource for purposes of CEQA.

Table 4-2. Newly Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
Farmer John	3049 E Vernon Ave, Vernon	The Farmer John meat processing and packaging plant occupies a large triangular industrial parcel immediately adjacent to the LA River, bounded by Bandini Boulevard, Soto Street, and Vernon Avenue in the City of Vernon. According to the company's website, Farmer John was founded in 1931 by Irish-American brothers Francis and Bernard Clougherty, operating under the name Clougherty Brothers Packing Co. During World War II, they supplied pork, beef and mutton directly to area military bases and were a primary meat supplier for the Pacific theater. In the postwar years, the company opted to focus on the production of pork products and upgraded their facility to increase output. In 1949, they debuted their 8-ounce breakfast sausage links. In the 1950s, the company was renamed Farmer John (as it was easier to pronounce than the brothers' Irish surname) and began sponsoring television programs. Soon after the Brooklyn Dodgers moved to Los Angeles in 1958, Farmer John became the official maker of the Dodger Dog, and Dodger announcer Vin Scully became the company's official spokesman. Farmer John remains a major meat supplier on the West Coast, and appears to be the oldest remaining meat packing plant in the City of Vernon. Research suggests this site may have been developed as a meat processing plant as early as 1918, with the earliest extant buildings appearing to date from the early 1930s. The plant is perhaps best known for its extensive murals of happy pigs on a farm, painted on street-facing walls, fences, and roofs. The murals were originally created by unemployed Warner Bros. set designer Les Grimes beginning in 1957, and later restored and added to by Arno Jordan. The Farmer John meat processing plant appears significant at the local level under criterion A/1 for its association with the meat packing industry in Vernon, an important part of the city's early industrial history, and for its association with the nationally-recognized Farmer John food brand. It appears to retain sufficient integrity to convey its significance. Thus, the Farmer John meat processing and packaging plant appears eligible for listing in the CRHR and for local designation as an LA-HCM. This property is only partially visible from the public ROW. However, out of an abundance of caution, it is treated here as a historical resource for purposes of CEQA.
--	5015 District Bl, Vernon	This property consists of a large, single-story brick industrial factory and warehouse building situated along the railroad tracks on the west bank of the LA River, originally constructed in 1936. This property appears significant at the local level under criterion A/1 for its association with early industrial development in the City of Vernon. Features include its brick construction; single-story height and long narrow plan oriented to the adjacent railroad tracks; sawtooth roof with north-facing clerestory windows to allow daylight into the interior; large bay openings; steel divided-light industrial windows; and Art Deco detailing around the main entrance. Research indicates the building has been enlarged over time. However, it appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. The industrial building at 5015 District Bl in Vernon appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA.
--	5000 District Bl, Vernon	This property consists of a large industrial factory and warehouse building constructed in 1946-1947. The building is composed of a two-story primary volume with elements of the Streamline Moderne style, with a large single-story warehouse wing extending to the rear. Features include its concrete construction; flat roof with stepped parapet; steel divided-light fixed and awning windows; curved primary façade; panels of glass block surrounding the main entrance; vertical scoring at the roofline; and large industrial bays, some of which appear to have been infilled. This building has been occupied by various businesses over time, including the Whelan Drug Co., Southwestern Engineering Co., and General Assembly Corp; the building's original occupants are not known. This property appears significant at the local level under criterion A/1 for its association with early industrial development in the City of Vernon. It appears to be largely intact from its historic period and retains sufficient integrity to convey its significance.

Table 4-2. Newly Identified Built-Environment Historical Resources

Resource Name	Address/ Bridge ID	Description/Historic Status
		The industrial building at 5000 District Bl in Vernon appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA.
--	5100 District Bl, Vernon	This property consists of an industrial complex with multiple buildings—Including two single-story concrete buildings with Art Deco details, a corrugated-metal factory building with large rooftop air vents, and a large daylight warehouse to the rear—constructed between 1929 and 1947. Features of the two earliest buildings along District Boulevard include their board-formed concrete construction; flat roofs with parapets; and simple concrete pilasters. This building has been occupied by various businesses over time, including the Joslyn Co. of California, and Joslyn Pacific Co.; the building's original occupants are not known. This property appears significant at the local level under criterion A/1 for its association with early industrial development in the City of Vernon. The property has been expanded over time, primarily in the 1950s and 1960s. However, it appears to be largely intact from its historic period and retains sufficient integrity to convey its significance. The industrial building at 5100 District Bl in Vernon appears eligible for listing in the CRHR and for local designation as an LA-HCM, and thus is a historical resource under CEQA.[a]

[a] The City of Vernon does not have a historic preservation program, previous historic resources survey, or citywide HCS. For this reason, the ability to conduct broad comparisons of extant early 20th-century industrial properties in this city was limited. However, out of an abundance of caution, the properties at 5015, 5000, and 5100 District Boulevard are treated here as a historical resource for purposes of CEQA.

4.3.3 Summary of Identified Built-Environment Historical Resources

This section summarizes the 49 identified built-environment historical resources within the Proposed Project API, including 38 resources that were previously identified, and 11 resources that have been newly identified as a result of the current process.. An analysis of potential impacts to each of these historical resources as a result of the Proposed Project appears in Chapter 4.

A complete list of identified built-environment historical resources within the Proposed Project API appears in Table 4-3. Properties are listed north to south, beginning with the LA River channel itself. Each property has been assigned a historical resource number (HR) for reference throughout the rest of this report. Note that historical resource numbers have been assigned to individual resources as well as to contributors to historic districts.

Figures 4-1 through 4-4 show the footprint maps with identified built-environment historical resources within the Proposed Project API, including a key map and three segment maps.

Table 4-3. Summary of Identified Built-Environment Historical Resources

Listed North to South

HR	Resource Name	Address/Bridge ID	Survey Resource	Local	CRHR	NRHP
HR-1	LA River Channel District	--	--	--	CRHR listed	NRHP eligible
HR-2	Elysian Park	929 Academy Rd, Los Angeles	Identified by SurveyLA	--	--	--
HR-3	Riverside-Figueroa Bridge Remnants ("Riverside Ruins")	--	--	LA-HCM 908	--	--
HR-4	Arroyo Seco Parkway (Pasadena Freeway)	--	--	--	CRHR listed (contributing element of Arroyo Seco Parkway Historic District)	NRHP listed (contributing element of Arroyo Seco Parkway Historic District)
HR-5	SR-110 Bridge N	Bridge ID 4a	--	--	CRHR listed (contributing element Arroyo Seco Parkway Historic District)	NRHP listed (contributing element of Arroyo Seco Parkway Historic District)
HR-6	SR-110 Bridge S	Bridge ID 4b	--	--	CRHR listed (individually and as a contributing element of Arroyo Seco Parkway Historic District)	NRHP listed (individually and as a contributing element of Arroyo Seco Parkway Historic District)
HR-7	Arroyo Seco Channel	--	--	--	CRHR listed (contributing element of Arroyo Seco Parkway Historic District)	NRHP listed (contributing element of Arroyo Seco Parkway Historic District)
HR-8	Figueroa Street Tunnel No. 3 (contributing element of the Arroyo Seco Parkway Historic District)	--	--	--	CRHR listed (contributing element of Arroyo Seco Parkway Historic District)	NRHP listed (contributing element of Arroyo Seco Parkway Historic District)
HR-9	San Fernando Road/Arroyo Seco Channel Bridge	--	--	Appears eligible	Appears eligible	--
HR-10	Lincoln Heights Jail	401 N Avenue 19, Los Angeles	--	LA-HCM 587	--	--
HR-11	--	147 N Avenue 18, Los Angeles	Identified by CRA Survey	--	--	--
HR-12	North Broadway Viaduct	Bridge ID 6	--	LA-HCM 907	CRHR listed	NRHP eligible

Table 4-3. Summary of Identified Built-Environment Historical Resources

Listed North to South

HR	Resource Name	Address/Bridge ID	Survey Resource	Local	CRHR	NRHP
HR-13	River Station Area (now Los Angeles State Historic Park)	1231–1251 N Spring St, Los Angeles	--	LA-HCM 82	--	--
HR-14	North Spring Street Viaduct	Bridge ID 7	--	LA-HCM 900	CRHR listed	NRHP eligible
HR-15	Standard Oil Co. Sales Department Building; Woman's Building	1727 N Spring St, Los Angeles	Identified by CRA Survey	LA-HCM 1160	--	--
HR-16	Raphael Junction Block Building	1635–1637 N Spring St, Los Angeles	--	LA-HCM 872	--	--
HR-17	Standard Oil Company Office, Auto Repair and Machine Shop	1716–1756 N Spring St/ 1715–1749 N Naud St, Los Angeles	Identified by CRA Survey	--	--	--
HR-18	Paper Products Manufacturing Co.	1640–1646 N Spring St, Los Angeles	Identified by CRA Survey	--	--	--
HR-19	California Steel and Cornice Co.	1600–1620 N Spring St/ 1611 Naud St, Los Angeles	Identified by CRA Survey	--	--	--
HR-20	Richard Duardo Printmaking Studio	1714–1736 N Albion St/ 325–339 Avenue 16/ 1735–1755 N Main St, Los Angeles	Noted by SurveyLA HCS	--	--	--
HR-21	North Main Street Bridge	Bridge ID 8	--	LA-HCM 901	CRHR listed	NRHP eligible
HR-22	LADWP, Main Street Yard	1630 N Main St, Los Angeles	--	--	CRHR listed	NRHP eligible

Table 4-3. Summary of Identified Built-Environment Historical Resources

Listed North to South

HR	Resource Name	Address/Bridge ID	Survey Resource	Local	CRHR	NRHP
HR-23	--	1734 N Main St, Los Angeles	--	Appears eligible	Appears eligible	--
HR-24	San Antonio Winery	725–749 S Lamar St/ 700–744 S Gibbons St, Los Angeles	--	LA-HCM 42	--	--
HR-25	William Mead Homes (portion of)	1300 N Cardinal St, Los Angeles	--	--	CRHR listed	NRHP eligible
HR-26	Mission Tower	1436 Alhambra Ave/ 337 E Cesar E Chavez Ave, Los Angeles	Identified by SurveyLA	--	CRHR listed	NRHP eligible
HR-27	Macy Street School	900 N Avila St/ 505 E Clara St, Los Angeles	Identified by SurveyLA	--	CRHR listed	NRHP eligible
HR-28	Cesar E Chavez Ave/Vignes St Street Lights	--	--	Appears eligible	Appears eligible	
HR-29	Cesar E Chavez Avenue Viaduct	Bridge ID 11	--	LA-HCM 224	CRHR listed	NRHP eligible
HR-30	Denny's Restaurant	530 Ramirez St, Los Angeles	Identified by SurveyLA	--	CRHR listed	NRHP eligible
HR-31	Kahn-Beck Co./Friedman Bag Co. Building	801 E Commercial St/ 600 Center St, Los Angeles	Identified by SurveyLA	--	--	--
HR-32	Thomas R. Barabee Store and Warehouse	611–615 Ducommun St, Los Angeles	Noted by City of LA OHR	--	--	--
HR-33	Walker Foods, Inc./El Pato Salsas	250 N Myers St/ 233–243 N Mission Rd, Los Angeles	Identified by CRA Survey	--	--	--

Table 4-3. Summary of Identified Built-Environment Historical Resources

Listed North to South

HR	Resource Name	Address/Bridge ID	Survey Resource	Local	CRHR	NRHP
HR-34	--	161 N Mission Rd, Los Angeles	Identified by CRA Survey	--	--	--
HR-35	First Street Viaduct	Bridge ID 14	--	LA-HCM 909	CRHR listed	NRHP eligible
HR-36	Fourth Street Viaduct	Bridge ID 15	--	LA-HCM 906	CRHR listed	NRHP eligible
HR-37	--	1345 E Willow St, Los Angeles	Identified by SurveyLA (contributor to the Downtown Los Angeles Industrial Historic District)	--	--	--
HR-38	Los Angeles Furniture Mart Building	2155 E Seventh St, Los Angeles	--	Appears eligible	Appears eligible	--
HR-39	Seventh Street Viaduct	Bridge ID 17	--	LA-HCM 904	CRHR listed	NRHP eligible
HR-40	--	2121 E Seventh Pl, Los Angeles	--	Appears eligible	Appears eligible	--
HR-41	--	2140 E Seventh Pl, Los Angeles	Identified by SurveyLA	--	--	--
HR-42	Olympic Boulevard Viaduct	Bridge ID 19	--	LA-HCM 902	CRHR listed	NRHP eligible
HR-43	WM (Waste Management) Downtown Diversion	2416–2424 E Olympic Bl, Los Angeles	--	--	CRHR listed	NRHP eligible
HR-44	AT&SF Railway Redondo Junction/Butte Street Yard (portion of)[a]	2514–2558 E Butte St/ 2435 E Washington Bl, Los Angeles	--	--	CRHR listed	NRHP eligible
HR-45	AT&SF Railway Steam Locomotive No. 3751	2514–2558 E Butte St/ 2435 E Washington Bl, Los Angeles	--	--	CRHR listed	NRHP listed
HR-46	Washington Boulevard Bridge	Bridge ID 21	--	LA-HCM 903	CRHR listed	NRHP eligible
HR-47	Hoffy/Bill Bailey's	2731 S Soto St, Vernon	--	Appears eligible	Appears eligible	N/A

Table 4-3. Summary of Identified Built-Environment Historical Resources

Listed North to South

HR	Resource Name	Address/Bridge ID	Survey Resource	Local	CRHR	NRHP
HR 48	Farmer John	3049 E Vernon Avenue, Vernon	--	Appears eligible	Appears eligible	N/A
HR-49	--	5015 District Bl, Vernon	--	Appears eligible	Appears eligible	N/A
HR-50	--	5000 District Bl, Vernon	--	Appears eligible	Appears eligible	N/A
HR-51	--	5100 District Bl, Vernon	--	Appears eligible	Appears eligible	N/A
HR-52	Atlantic Boulevard Bridge	Bridge ID 30	--	Appears eligible	Appears eligible	N/A
N/A[b]	Downtown Los Angeles Industrial Historic District	--	Identified by SurveyLA	--	--	--
N/A[c]	Arroyo Seco Parkway Historic District	--		--	CRHR listed	NRHP listed

[a] This historical resource includes additional parcels that are situated outside the Proposed Project API.

[b] Only one property in the Downtown Los Angeles Industrial Historic District boundary is within the Proposed Project API—a district contributor at 1345 E Willow Street, Los Angeles (see separate entry). The Downtown Los Angeles Industrial Historic District as a whole has not been assigned an HR.

[c] There are five properties in the Arroyo Seco Parkway Historic District boundary that are within the Proposed Project API—the Arroyo Seco Parkway itself; the southbound freeway bridge over the LA River (SR-110 Bridge N); the northbound freeway bridge over the LA River (SR-110 Bridge S); the Arroyo Seco Channel; and Figueroa Street Tunnel No. 3 (see separate entries). The Arroyo Seco Parkway Historic District as a whole has not been assigned an HR.

Figure 4-1. Identified Historical Resources, Key Map

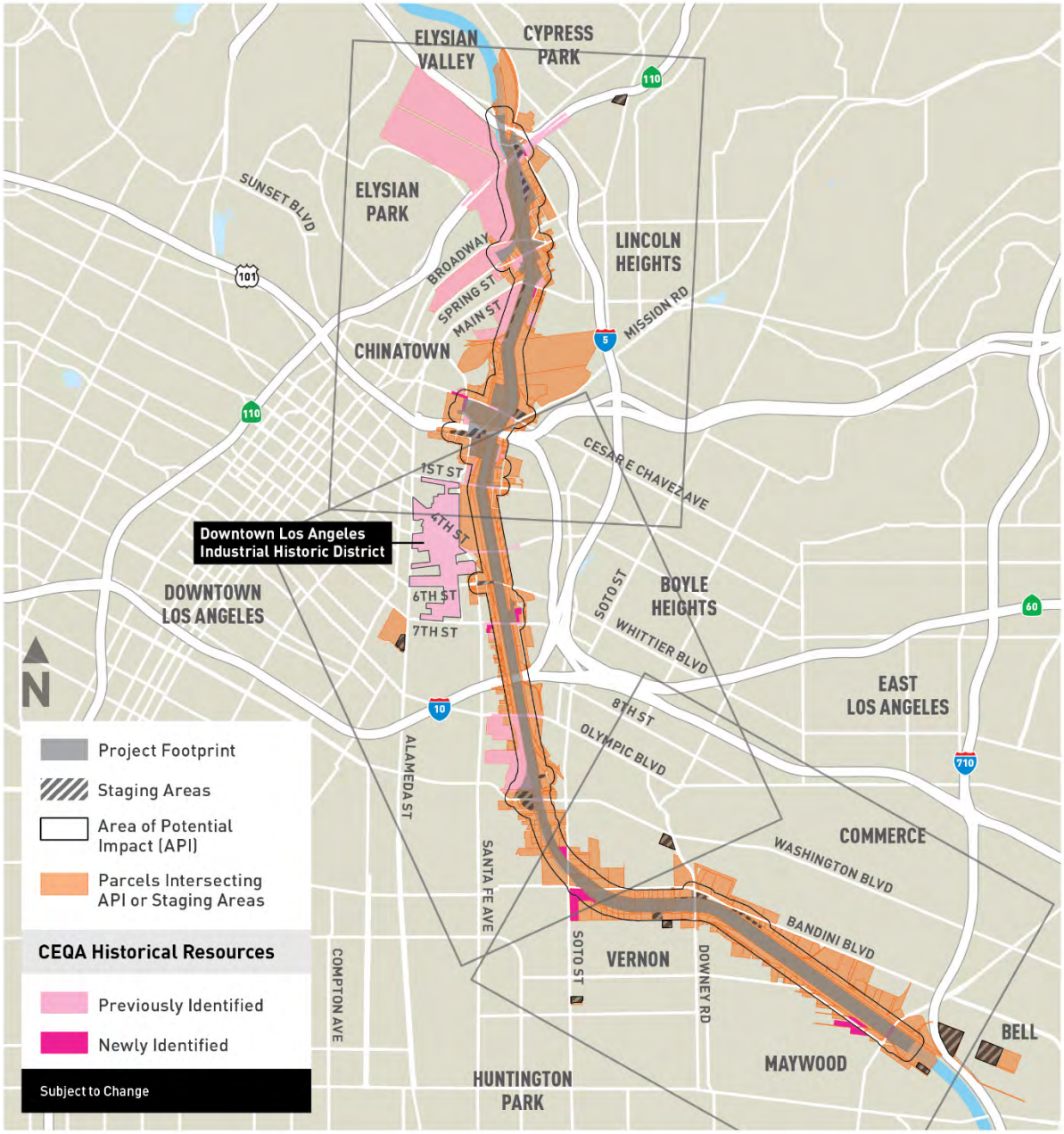

Figure 4-2. Identified Historical Resources, Segment 1 of 3

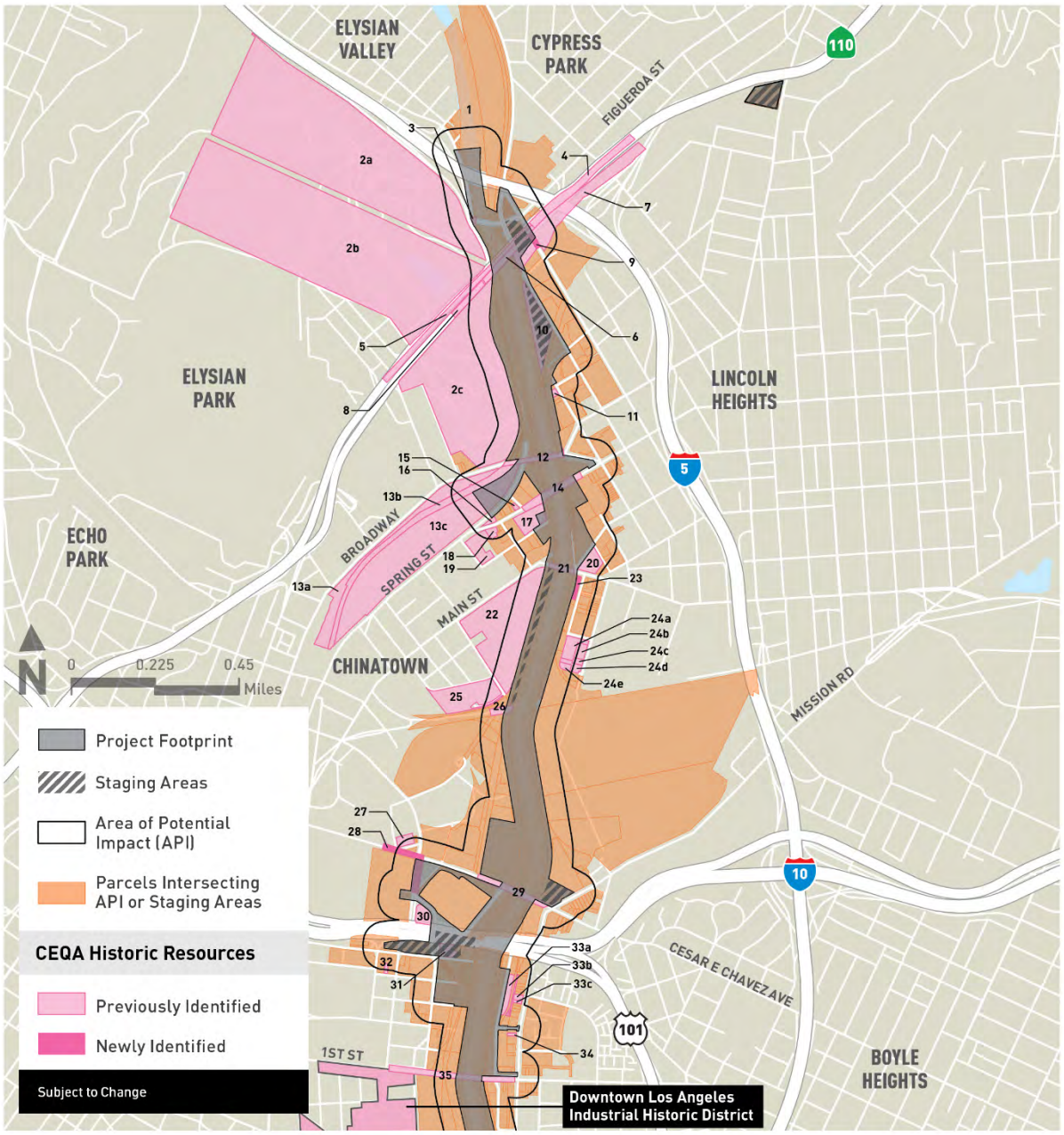

Figure 4-3. Identified Historical Resources, Segment 2 of 3

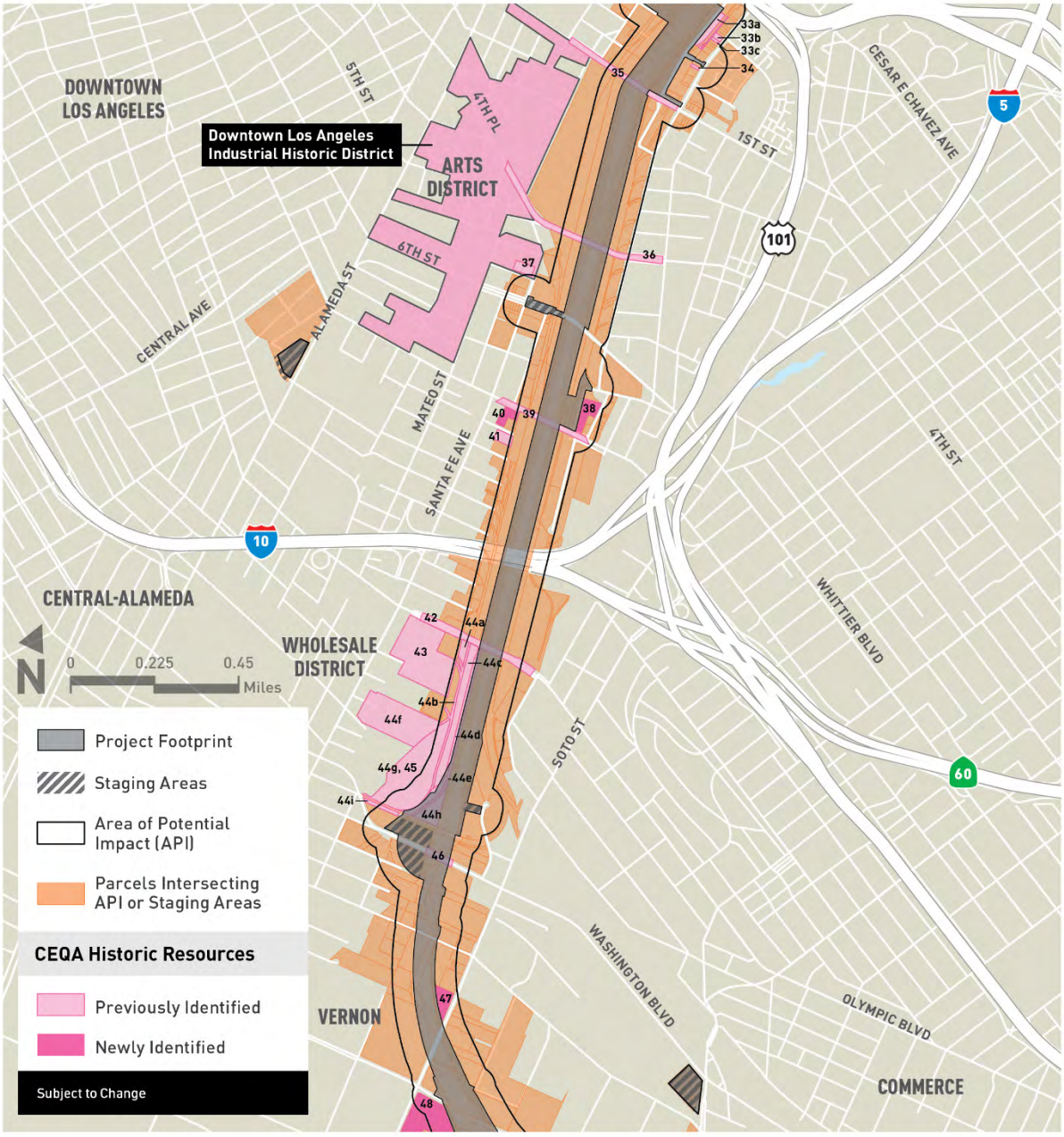

Figure 4-4. Identified Historical Resources, Segment 3 of 3

05

IMPACT ANALYSIS

This chapter describes the impact analysis using the CEQA thresholds of significance established in Section 1.1 using impact evaluation questions for built-environment historical resources, and provides impact findings based on construction and O&M of the Proposed Project.

5.1 CEQA Threshold of Significance Evaluation

5.1.1 Significance Threshold

The significance thresholds used to evaluate project impacts associated with built-environment historical resources are outlined in the CEQA Guidelines. According to these guidelines, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (CEQA Guidelines Section 15064.5[b]). A substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired (CEQA Guidelines Section 15064.5[b][1]).

The Guidelines further state:

> *"The significance of an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources...local register of historic resources...or its identification in a historic resources survey meeting the requirements of section 5014.1(g) of the Public Resources Code (CEQA Guidelines Section 15064.5[b][2])."*

As such, the test for determining if a proposed project would have a significant impact on an identified historical resource is whether the project would alter in an adverse manner the integrity of a historical resource such that it would no longer convey its historical significance or would no longer be eligible for listing in the NRHP or CRHR or for local designation.

5.1.2 Framework for Analysis

As detailed in this impact analysis, the Proposed Project has the potential to alter identified built-environment historical resources in the Proposed Project API in various ways. Some historical resources would be physically altered by the Proposed Project, including several LA River bridges, as well as the LA River Channel District. In some instances, the Proposed Project would physically encroach on historical resource properties adjacent to the channel. In other cases, the Proposed Project would not touch the historical resource but would alter its immediate surroundings, typically due to new construction adjacent to or within close proximity of the historical resource. However, for these alterations to be considered a substantial adverse change, it must be shown that the significance of the historical resource would be materially impaired by the proposed alteration.

This impact analysis distinguishes between two categories of potential impacts:

- **Direct Impacts**—These are primary effects that are caused by a project and occur at the same time and place (per Section 15358[a][1] of the CEQA Guidelines). They involve the demolition, material alteration, relocation or conversion of a historical resource and/or important character-defining features of a historical resource.
- **Indirect Impacts**—These are secondary effects that are caused by a project but occur at a different time or place, but are still reasonably foreseeable (per Section 15358[a][2] of the CEQA Guidelines). They involve alteration to the surroundings of a historical resource that could remove part or all of the associated setting of a historical resource, or substantially impair or obscure the ability of the resource to convey its historical significance. Indirect impacts may also involve potential damage related to adjacent underground excavation and general construction procedures that could undermine the stability of a historical resource.

5.2 Analysis of Potential Impacts

This section describes the various potential impacts—both significant and less than significant—to identified built-environment historical resources that may result from the Proposed Project. For the purposes of this discussion, potential impacts to identified historical resources are divided into three categories, beginning with potential impacts to the LA River Channel District, followed by potential impacts to the LA River bridges, and finally potential impacts to historical resources adjacent to the LA River channel. Each potential impact is analyzed here in detail, including both direct and indirect impacts, and concludes with a significance finding for that potential impact to that category of historical resource.

These various potential impacts tend to occur multiple times to multiple historical resources throughout the Proposed Project area. As such, these detailed discussions of potential impacts are presented here to avoid unnecessary repetition in the resource-by-resource impact tables for each Proposed Project option that appears in Section 5.3.[51]

5.2.1 Potential Impacts to the LA River Channel District

5.2.1.1 Historic Significance and Character-Defining Features

The LA River channel was formally determined eligible for listing in the NRHP as a district in September 2019. The district determination includes the full 51-mile length of this concrete-lined engineered waterway from Canoga Park to the Pacific Ocean.[52] The LA River Channel District was determined historically significant for its association with the development of a comprehensive flood risk management program within Los Angeles County and its role in the development of the metropolitan area; and as the first implementation of a fully concrete-lined waterway engineered for its specific locale and for its role as a prototype for flood control channels in the region. The Proposed

[51] The impacts analyses that follow use the phrase "close proximity" to describe the physical relationship between the activities of the Proposed Project and historical resources in the vicinity. This term is used on a case-by-case basis to describe the existing conditions of the built environment in relation to a particular historical resource, and takes into consideration multiple variables, including physical and associative qualities of the historical resource; visual and spatial relationships between the historical resource and its surroundings; overall distance between the historical resource and project activities; and the presence of intervening development between the historical resource and project activities, such as buildings, roadways, railroad tracks, and/or the LA River channel.

[52] In the absence of documentation of the LA River Channel's Determination of Eligibility for the NRHP, the historical resource is defined here as the channel itself, from top-of-bank to top-of-bank.

Project would occur along an approximately 8-mile stretch—or approximately 16%—of the 51-mile-long LA River channel.

Character-defining features of the LA River Channel District include the following:

- Location, traversing the Los Angeles Basin from Canoga Park in the San Fernando Valley to the Pacific Ocean in the City of Long Beach
- Dimensions, measuring approximately 51 miles long and ranging from 200 to 500 feet in width
- Form and configuration, in-ground channel configured in two basic shapes: trapezoidal (channel is wider with sloped walls) and rectangular (channel is narrower with vertical walls)
- Concrete channel lining on the channel floor and walls (except for one small segment at Redondo Junction where channel walls are clad in metal panels)[53]
- Low-flow channel in the channel floor, typically in the center of the channel, but in isolated instances diverges into two low-flow channels running along the outer edges of the channel floor
- Outfalls that convey water from municipal storm drains into the river channel (29 within the Proposed Project area)

The LA River channel is a feature of a massive metropolitan flood control system, designed to convey stormwater runoff from municipal drainage systems to the ocean. As such, the channel's flood control function is definitive to its historic significance. The LA River channel has sustained continuous modifications and changes throughout its 85-year history to accommodate performance and technology upgrades, addition of river crossings, and utility infrastructure upgrades. Despite these many changes over time, the LA River channel's essential form and character has remained largely unchanged and its flood control function is readily discernible.

Similarly, the LA River channel's immediate surroundings have been continuously altered since the river was first channelized in the 1930s. Changes include the construction and demolition of buildings and structures along the riverbanks, continual upgrades and additions to utility infrastructure, and the ongoing evolution and expansion of surrounding transportation networks—including modifications to existing railroad infrastructure, the construction of additional river crossings, and the development of the freeway system. Taken together, these changes over time have often been substantial, and thus have rendered much of the channel's larger setting irrelevant to its overall historic significance.

5.2.1.2 Proposed Project Interactions with the LA River Channel District

As described in this report, the Proposed Project would erect new path structure (including core path, connectors, and river crossings) in, over, and alongside the LA River channel for the approximately 8-mile length of the Proposed Project area. As such, the Proposed Project is expected to interact—both directly and indirectly—with the LA River Channel District throughout this full approximately 8-mile length of the Proposed Project study area. The Proposed Project is almost exclusively additive, introducing new elements in and around the channel. Physical interactions with the channel include both permanent actions, such as the new elevated path structure with support columns in the channel, as well as temporary actions, such as removing an area of channel floor to make subsurface modifications to a bridge abutment. Permanent interactions would occur throughout the length of the Proposed Project but would be limited to those specific areas where a Proposed Project component would be installed, such as a support column and or a segment of incised path structure. Temporary

[53] There are portions of the LA River Channel with a soft bottom; however, these areas are not located within the Proposed Project area.

interactions would occur in isolated areas, and physical alteration of the concrete channel lining would be reconstructed in-kind around any new Proposed Project components.

Direct Impacts

Wherever components of the Proposed Project would be constructed within the LA River channel itself (from top-of-bank to top-of-bank), there is the potential for direct impacts. The most typical direct impacts to the LA River channel would be the construction of incised path structure in the channel wall, and the construction elevated path structures—including the core path, connectors, and river crossings—set on support columns within the channel. These aspects of the Proposed Project would require the removal of an area of existing concrete channel lining (wall or floor), construction of the Proposed Project components, and reconstruction in-kind of the concrete channel lining around the new feature. In the case of elevated structures, support columns would be pile driven into shafts in the channel floor or wall. These support columns would include permanent features to support new path structure, as well as temporary supports to facilitate construction. Other Proposed Project components which would have a direct impact on the LA River channel include the cantilevered path type; bents at Redondo Junction; construction platforms; modification of some outfalls; and new channel access routes. All of these direct impacts would come in the form of removing an area of concrete channel lining (floor or wall), installation of the new Proposed Project component, and reconstruction of the channel lining in-kind around the new feature. Where the direct impact is temporary, the entirety of the affected area of concrete channel lining would be reconstructed in-kind. These direct impacts in discrete areas of the concrete channel lining are similar to the continual repairs and modifications that have been ongoing in the channel since its original construction.

While the path would be continuous throughout the approximately 8-mile stretch of the LA River channel that comprises the Proposed Project area, the path would not always be in the channel itself. In many instances, the path would be top-of-bank, at-grade or elevated alongside the channel. Where the path would be within the channel, for the majority of the Proposed Project area the new path structure would be only on one side of the channel in any particular area, although there are some areas where the core path and/or connector ramps would occur on both sides of the channel for short segments. Where an aspect of the path is more centrally located within the channel, such as a new river crossing that spans the channel from bank to bank, the new structure would be more visually prominent as compared with the path running along one side of the channel. However, these instances are few and intermittent along the full length of the Proposed Project area. Moreover, new river crossings must be elevated above the channel walls so as not to be an obstruction in the channel during a flood event, and thus would not interfere with the essential form and function of the channel. In any case, due to the relatively small scale of the path structure in comparison with the overall channel, the LA River channel would always remain the dominant physical and visual feature.

Ultimately, any discussion of potential impacts to the LA River Channel District must concede that the Proposed Project area represents less than 16% of the 51-mile total length of the flood control channel. The approximately 8-mile segment of the LA River channel that comprises the Proposed Project area would remain intact and in its original location and would retain the overwhelming majority of its character-defining features. The channel's concrete-lined walls and floor, though directly impacted in discrete and isolated places throughout the Proposed Project area, would remain largely unchanged. The channel would experience no change to its overall scale, alignment, dimensions, form, or configuration. Most critically, after completion of the Proposed Project, the LA River channel would continue to function as a massive concrete-lined flood control channel conveying municipal stormwater runoff to the ocean. This function would remain easily understood and readily discernible, and the LA River Channel District would continue to convey its historic significance.

For these reasons, the Proposed Project would result in a direct impact to the historical resource, but this impact would be less than significant.

Indirect Impacts

Wherever components of the Proposed Project would be constructed alongside or within close proximity of the LA River channel, there is the potential for indirect impacts. These components of the Proposed Project include top-of-bank path (at-grade or elevated); connector ramps that leave the channel to connect to adjacent access points; long-span river crossings which clear-span the channel without in--channel supports; and new channel access routes.

The Proposed Project is almost exclusively additive, introducing new elements in and around the channel and thereby altering its immediate setting. However, this change to the setting would not remove any aspect of the channel's setting that is critical to understanding the significance of the resource. As previously noted, LA River channel's immediate surroundings have been continuously altered since the LA River was first channelized in the 1930s. These changes over time have often been substantial, and thus have rendered much of the channel's larger setting irrelevant to its overall historic significance. Moreover, as a linear transportation route, the Proposed Project is in keeping in both form and function with the many interventions that have occurred along the LA River channel—including rail lines, roadway bridges, freeway overpasses, and high-speed rail—throughout its history. The components of the Proposed Project that would be constructed alongside or within close proximity of the LA River channel would not alter the essential character of the LA River Channel District or interfere with its ability to convey its historic significance. After completion of the Proposed Project, the LA River channel would continue to function as a concrete-lined flood control channel and this function would remain easily understood and readily discernible.

For these reasons, the Proposed Project would result in an indirect impact to the historical resource, but this impact would be less than significant.

5.2.2 Potential Impacts to Historical LA River Bridges

5.2.2.1 Historic Significance and Character-Defining Features

Historic bridges spanning the LA River are historically significant as excellent examples of bridge design and engineering, as well as for their associations with expanding transportation infrastructure during a period of exponential population growth in Los Angeles and Southern California. Bridges identified as historical resources for this analysis were generally constructed during the first half of the 20th century, with the vast majority constructed between 1910 and 1940. Primarily of concrete construction, these historic bridges vary widely in size and scale, ranging from 311 to 1,890 feet in length. Bridges from the first decades of the 20th century represent a range of architectural styles including Beaux Arts, Spanish Baroque, and Gothic Revival, while bridges from the 1930s and 1940s may display elements of the Art Deco and Moderne styles popular at that time.

The most articulated aspects of these historic bridges occur at the deck level and above. Character-defining features at deck level and above may include monumental pylons and porticos, ornamental concrete balustrades and parapet walls, ornamental light standards, and viewing balconies. This is where the bridge's architectural style is most expressive. Additionally, these are the design features that are most readily apparent to and routinely experienced by bridge users, and thus are the manner by which the historic LA River bridges are distinguished from one another.

Support structures below the bridge deck are somewhat less articulated but are important aspects of the engineering choices for each bridge. They may include arched spans, curved brackets under the bridge deck, and/or in-river piers. While perhaps less accessible to the average bridge user, these below-deck elements are also considered character-defining features of the historic bridges.

The immediate surroundings of the identified historic bridges have been substantially altered since their original construction. Changes include the construction and demolition of buildings and structures along the riverbanks, continual upgrades and additions to utility infrastructure, and the ongoing evolution and expansion of surrounding transportation networks, including modifications to existing railroad infrastructure, the construction of additional river crossings, and the development of the freeway system.

Taken together, these changes over time have often been substantial, and thus have rendered much of the setting for each historic bridge less relevant to its overall historic significance. Features of the setting which do remain important to all of the existing historic LA River bridges include the wide expanse of concrete river channel which makes clear the initial need and purpose for each bridge; the alignment and approach of each bridge with the surrounding street system; and the relative isolation of each bridge, typically positioned at considerable distance from other river crossings.

5.2.2.2 Proposed Project Interactions with Historic LA River Bridges

The Proposed Project would interact, in some fashion, with each of the LA River bridges within the Proposed Project area. Types of bridge interactions include:

- Path under bridge—Path passing underneath an LA River bridge, inside or outside the channel; support structures near the bridge.
- Path over bridge—Path passing over an LA River bridge, inside or outside the channel; support structures near the bridge.
- Path through bridge—Path passing through an LA River bridge's open spandrel; support structures near the bridge.
- Ramp connecting to bridge—Connector ramp attaching to an LA River bridge; removal of a segment of existing bridge railing.
- Ramp adjacent to bridge—Connector ramp running alongside and parallel to a portion of an LA River bridge; support structures near the bridge.
- Bridge abutment modification—Modifications would be subsurface (that is, partial demolition or core through a bridge footing below grade/under channel lining).
- New river crossing—Path crossing the channel near an LA River bridge.
- Vibration due to construction activities—New construction, excavation, and other ground-disturbing activities near an LA River bridge.

Each of these interaction types is analyzed below for potential impacts to the historic LA River bridges.

Path Passing Under a Historic LA River Bridge

Under each option, the most common interaction with historical LA River bridges is for the core path to pass underneath the historic bridge. Depending upon the specific constraints of the particular bridge, the path typically passes underneath the bridge within the channel along one of its banks, although in some instances the path passes under the bridge at top-of-bank adjacent to the channel.

The path generally follows the alignment of the channel, passing under the bridge perpendicular to the bridge alignment; in one instance, the path passes under the bridge at a diagonal. In all cases, the path structure would not physically touch or attach to the historic bridge.

Direct Impacts

Where the path structure passes under a historic LA River bridge, it would not physically touch or attach to the historic bridge in any way. Construction of the path would not require any physical alteration of the bridge. (Note: There are two possible exceptions to this scenario; refer to the "Bridge Abutment Modification" subsection.) The bridge would remain intact and in its original location and all of its existing character-defining features would remain unchanged.

For these reasons, where the path passes under a historic LA River bridge, the Proposed Project would not result in a direct impact to the historical resource.

Indirect Impacts

Where the path passes under a historic LA River bridge, this would require new structural elements in close proximity to the historic bridge, thereby altering its immediate setting. This change to the setting would be additive, and the Proposed Project would not remove any aspect of the bridge's setting which is critical to understanding the significance of the resource. The most important aspect of a historic LA River bridge's setting is the LA River channel itself. Only a small portion of the channel would be encroached upon, and its wide expanse spanned by the historic bridge would remain largely unencumbered.

Construction of the path structure passing under a historic bridge would not impair or obscure the bridge's ability to convey its historic significance. Most of the important character-defining features for these historic bridges appear at the deck level and above, including monumental pylons and porticos, ornamental concrete balustrades and parapet walls, ornamental light standards, and viewing balconies. By locating the path structure under the bridge, those characteristics that define the bridge's architectural style and design would remain unobstructed. The support structures below the bridge deck are also important character-defining features of these historic bridges, as they convey the bridge's engineering and technology. However, even with the addition of the path passing under a historic bridge, existing arched spans, curved brackets under the bridge deck, and/or in-river piers would remain visible and unobstructed. Additionally, the path would generally follow the alignment of the channel, passing under the bridge perpendicular to the bridge alignment, with one exception where the path would pass under a bridge at a diagonal. In either case, the path conforms with and reinforces the physical and visual relationship between the bridge itself and the various linear infrastructure elements (such as the channel and the railroad tracks) it spans. Thus, despite some alteration to its immediate setting, the historic bridge would continue to convey its historic significance.

For these reasons, where the path passes under a historic LA River bridge, the Proposed Project would result in an indirect impact to the historical resource, but this impact would be less than significant.

Path Passing Over a Historic LA River Bridge

There are two instances where the Proposed Project would construct the path to pass over a historic LA River bridge. This would occur at the following bridges:

- North Main Street Bridge
- Washington Boulevard Bridge

Because both of these bridges are situated at-grade, the path would be routed over each bridge. The elevated path over the bridge would be a stand-alone, self-supporting structure that would not physically touch or attach to the historic bridge.

Direct Impacts

Where the path structure passes over a historic LA River bridge, it would be separate and distinct structures that would not physically attach to the historic bridge in any way. Construction of the path would not require any physical alteration of either the North Main Street Bridge or the Washington Boulevard Bridge. In both instances, the bridge would remain intact and in its original location and all of its existing character-defining features would remain unchanged.

For these reasons, where the path passes over a historic LA River bridge, the Proposed Project would not result in a direct impact to the historical resource.

Indirect Impacts

Where the path passes over a historic LA River bridge, the Proposed Project would erect a substantial new physical structure within close proximity of the bridge, altering its setting and potentially interfering with the visual and spatial relationships between the bridge and its immediate surroundings. This change to the setting would be additive, and the Proposed Project would not remove any aspect of the bridge's setting that is critical to understanding the significance of the resource. Setting features important to both bridges are limited to the wide expanse of concrete river channel; the alignment and approach of each bridge with the surrounding street system; and the relative isolation of each bridge, positioned at considerable distance from other river crossings.

New construction over the bridges has the potential to encroach upon and reduce the open space that defines the approach to each bridge from the riverbank. New construction also has the potential to limit each bridge's ability to convey its historic significance by partially obscuring one end of the bridge as it connects to the channel. Of particular concern would be the size, scale, and placement of the support columns, which have the greatest potential to obscure physical aspects of each bridge.

For both the North Main Street Bridge and Washington Boulevard Bridge, the elevated path would pass over only one end of the bridge, leaving the other end unchanged. In both instances, the vast majority of the historic bridge span would remain unobstructed. That said, the current Proposed Project description is conceptual and actual design will be conducted in a later phase. At this conceptual phase of design, it is assumed for the purposes of analysis that the construction of the path structure over the North Main Street Bridge and the Washington Boulevard Bridge has the potential to alter the setting of the historic bridges and potentially obscure character-defining features of the bridges from public view.

For these reasons, where the path passes over a historic LA River bridge, the Proposed Project has the potential to result in a significant indirect impact to the historical resource.

Path Passing Through a Historic LA River Bridge

There are two instances where the Proposed Project would construct the path to pass through the open spandrel of a historic LA River bridge.

This would occur at the following bridges:

- Cesar E Chavez Avenue Viaduct
- Fourth Street Viaduct

The Cesar E Chavez Avenue Viaduct and Fourth Street Viaduct are both open-spandrel concrete-arch bridges. The path would pass through an existing open spandrel between the bridge deck and the bridge arch. At the Fourth Street Viaduct, the path would pass through the bridge via an open spandrel on the west side of the main channel arch. At the Cesar E Chavez Avenue Viaduct, the path would split, passing through the bridge via two open spandrels on the east side of the main channel arch. In both instances, the path structure would not physically touch or attach to the historic bridge.

Direct Impacts

Where the path structure passes through a historic LA River bridge, it would not physically touch or attach to the historic bridge in any way. Construction of the path would not require any physical alteration of the bridge. The open spandrels through which the path would pass would remain intact and visible, with no change to spandrel dimensions or configuration. Spandrels would not be widened or infilled, and columns between spandrels would not be removed. The bridge would remain intact and in its original location and all of its existing character-defining features would remain unchanged.

For these reasons, where the path passes through a historic LA River bridge, the Proposed Project would not result in a direct impact to the historical resource.

Indirect Impacts

Where the path passes through an open spandrel of a historic LA River bridge, this would require new structural elements in close proximity to the historic bridge, thereby altering its immediate setting. This change to the setting would be additive, and the Proposed Project would not remove any aspect of the bridge's setting that is critical to understanding the significance of the resource. The most important aspect of a historic LA River bridge's setting is the LA River channel. Only a small portion of the channel would be encroached upon, and its wide expanse spanned by the historic bridge would remain largely unencumbered.

Construction of the path structure passing through a historic bridge would not impair or obscure the bridge's ability to convey its historic significance. Most of the important character-defining features for these historic bridges appear at the deck level and above, including monumental pylons and porticos, ornamental concrete balustrades, and ornamental light standards. By locating the path structure under the bridge deck, those characteristics that define the bridge's architectural style and design would remain unobstructed.

The support structures below the bridge deck are also important character-defining features of these historic bridges, as they convey the bridge's engineering and technology. The Cesar E Chavez Avenue Viaduct and Fourth Street Viaduct both have single-arch spans with vertical columns delineating open spandrels between the arch and the bridge deck. The path structure would run through existing open spandrels, partially occupying the open space between the columns. At both bridges, this interaction

would occur at only one end of the bridge; the other end of the bridge would remain unchanged. Both bridges feature a series of open spandrels across the entire span, most of which would remain unaffected. Even with the addition of the path passing through the historic bridge, the overall single-arch span and open-spandrel pattern that defines the support structure for each bridge would remain largely unobstructed and the original design would remain easily discernable. Thus, despite some alteration to their immediate setting, the Cesar E Chavez Avenue Viaduct and Fourth Street Viaduct would both continue to convey their historic significance.

For these reasons, where the path passes through a historic LA River bridge, the Proposed Project would result in an indirect impact to the historical resource, but this impact would be less than significant.

Ramp Connecting to a Historic LA River Bridge

There are two instances where the Proposed Project would construct a ramp to connect to a historic LA River bridge. This would occur at the following bridges:

- First Street Viaduct
- Atlantic Boulevard Bridge

At each of these bridges, the Proposed Project would provide direct access to and from the bridges by constructing a connecting ramp from the core path to the bridge to allow path users to enter or exit the path via the bridge. These connections would require removal of a segment of the existing bridge railing to create an opening for the connector ramp, thus allowing for uninterrupted travel between the bridge ROW and the path.

Direct Impacts

Where the path structure connects to a historic LA River bridge, it would physically attach to the historic bridge and require the removal of some existing historic fabric. The path of travel for connectors would generally be 14 feet wide, but in some instances may flare up to 20 feet wide at the connection point. To accommodate the connection of the path to a bridge, it is anticipated that a wider segment of railing would be removed to establish a point of clean cut (such as a pier). After construction of the connection, the railing would then be reconstructed in-kind to the point of connection. The exact amount of railing to be removed will vary in each instance. But it has been determined that the removal of any segment of historic bridge railing to allow for connection to the path will not exceed 30 linear feet.

Because the existing railings on these LA River bridges are considered character-defining features, removal of a segment of railing has the potential to result in a significant direct impact to the historical resource. For purposes of analysis, it is important to understand the scope and scale of the direct physical impact of connecting to the historic bridge in relation to the bridge overall. In all instances, new connector ramps would be constructed at only one end of the historic bridge; the other end of the bridge would remain unchanged. Additionally, where historic bridge railing would be removed, it amounts to only a small portion of the total existing bridge railing.

The First Street Viaduct measures approximately 1,300 feet in length, with railings extending the full length on both sides. The existing railing on the south side of the First Street Bridge is original; the railing on the north side is a historic reproduction. Under Proposed Project Option 1, the path would connect to the bridge on both the north and south sides, requiring the removal of up to 30 linear feet of original railing on the south side and up to 30 linear feet of reproduction railing on the north side.

Up to 10 feet of railing on each side will be reconstructed in-kind. This would result in less than 2% of the total amount of existing historic bridge railing being removed and not replaced.

The Atlantic Boulevard Bridge measures approximately 464 feet in length, with railings extending the full length on both sides. No documentation has been uncovered to confirm the provenance of the existing railings, but they appear to be replacements. Under the Proposed Project and Option 1, the path would connect only to the north side of the bridge, requiring the removal of up to 30 linear feet of existing railing, of which approximately 10 feet will be reconstructed in-kind. This would result in approximately 2% of the total amount of existing bridge railing being removed and not replaced.

Because the Proposed Project would construct path structure that would physically attach to a historic bridge and require the removal of some historic fabric, the Proposed Project has the potential to result in a significant direct impact to the First Street Viaduct and Atlantic Boulevard Bridge. Additionally, the construction of a connector ramp could alter the general form and profile of the historic bridge by adding a new element to the bridge. However, any alterations to the form and profile for each bridge resulting from the attached new construction would be limited to one end of the bridge, with the other end of the bridge remaining unchanged. In this way, it is reasonable to assume that physical alterations to each historic bridge will be limited. Likewise, it is assumed that only a small percentage of the total amount of existing bridge railing at each bridge would be removed and not replaced.

That said, the current Proposed Project description is conceptual and actual design will be conducted in a later phase. At this conceptual phase of design, it is assumed for the purposes of analysis that the construction of a ramp connecting to the First Street Viaduct and the Atlantic Boulevard Bridge could result in a significant direct impact to the bridges.

For these reasons, where the path structure connects to a historic LA River bridge, the Proposed Project has the potential to result in a significant direct impact to the historical resource.

Indirect Impacts

Where the path structure connects to a historic LA River bridge, the Proposed Project would erect a substantial new physical structure within close proximity of the bridge, altering its setting and potentially interfering with the visual and spatial relationships between the bridge and its immediate surroundings. This change to the setting would be additive, and the Proposed Project would not remove any aspect of the bridge's setting which is critical to understanding the significance of the resource. Setting features important to each of these bridges are limited to the wide expanse of concrete river channel; the alignment and approach of each bridge with the surrounding street system; and the relative isolation of each bridge, positioned at considerable distance from other river crossings.

New construction connecting to the bridges has the potential to encroach upon and reduce the open space that defines the approach to each bridge from the riverbank. New construction also has the potential to limit each bridge's ability to convey its historic significance by partially obscuring one end of the bridge as it connects to the channel. Of particular concern would be the size, scale, and placement of support columns, which have the greatest potential to obscure physical aspects of each bridge.

For each of these bridges, the elevated connector ramp would occur at only one end of the bridge, leaving the other end unchanged. In each instance, the majority of the historic bridge span would remain unobstructed. However, the Proposed Project is in the advanced conceptual design and engineering phase. The Proposed Project description is conceptual; actual design will be refined during a later phase. At this conceptual phase of design, it is assumed for the purposes of analysis

that the construction of connector ramps attaching to the First Street Viaduct and Atlantic Boulevard Bridge has the potential to alter the setting of the historic bridges and potentially obscure character-defining features of the bridges from public view.

For these reasons, where the path structure connects to a historic LA River bridge, the Proposed Project has the potential to result in a significant indirect impact to the historical resource.

Ramp Adjacent to a Historic LA River Bridge

There are two instances where the Proposed Project would construct a connector ramp immediately adjacent to and parallel with a historic LA River bridge. This would occur at the following bridges:

- Cesar E Chavez Avenue Viaduct
- First Street Viaduct

In each instance, the path would include a connector ramp alongside a portion of the historic bridge. For the Cesar E Chavez Avenue Viaduct under all three options, the path would run parallel to the bridge along the north side at the east end, ramping down to connect to street level. Under a design variation, the path would run along the west end of the Cesar E Chavez Avenue Viaduct on the south side to connect to Union Station. For the First Street Viaduct, under the Proposed Project and Option 2, the path would run parallel to the bridge along the east end on the north side, ramping down to connect to street level. In all cases, the connector ramps would be stand-alone, self-supporting structures that would not physically touch or attach to the historic bridge. However, the physical separation between the historic bridge and the connector ramp would be minimal.

Direct Impacts

Where a connector ramp would be constructed immediately adjacent to and parallel with a historic LA River bridge, it would be a separate and distinct structure that would not physically attach to the historic bridge in any way. Construction of the connector ramps would not require any physical alteration of either the Cesar E Chavez Avenue Viaduct or the First Street Viaduct. In both instances, the bridge would remain intact and in its original location and all of its existing character-defining features would remain unchanged.

For these reasons, where a connector ramp would be constructed immediately adjacent to and parallel with a historic LA River bridge, the Proposed Project would not result in a direct impact to the historical resource.

Indirect Impacts

New construction immediately adjacent to the bridges has the potential to encroach upon and reduce the open space that defines the approach to each bridge from the riverbank. New construction also has the potential to limit each bridge's ability to convey its historic significance by obscuring portions of the bridge structure from public view. Of particular concern would be the size, scale, and placement of the new construction, including the ramp structure itself as well as its support columns, all of which have the potential to obscure physical aspects of the bridge.

In all instances, the connector ramp would run alongside only one end of the bridge on just one side, leaving the remainder of the bridge unchanged. That said, the current Proposed Project description is conceptual and actual design will be conducted in a later phase. At this conceptual phase of design, it

is assumed for the purposes of analysis that the construction of a connector ramp immediately adjacent to and parallel with the Cesar E Chavez Avenue Viaduct and the First Street Viaduct has the potential to alter the setting of the historic bridges and potentially obscure character-defining features of the bridges from public view.

For these reasons, where a connector ramp would be constructed immediately adjacent to and parallel with a historic LA River bridge, the Proposed Project has the potential to result in a significant indirect impact to the historical resource.

Bridge Abutment Modification to a Historic LA River Bridge

There are two instances where the path passing under a historic LA River bridge may require some alteration to the bridge abutment. The potential for bridge abutment modification would occur at the following bridges:

- Fourth Street Viaduct
- Atlantic Boulevard Bridge

In these instances, the path would be widened with the existing abutment serving as a retaining wall adjacent to the path. It is expected that there may be some surface cleaning of the existing visible portion of the abutment during construction, including sand blasting and possible painting. No existing fabric will be removed or modified for any exposed or finished portion of the abutment. Any physical modification to bridge abutments would be below grade and under the LA River channel lining.

Direct Impacts

Where the path would pass under a historic LA River bridge and the existing bridge abutment would serve as a retaining wall for the path structure, some modification of the bridge abutment may be required, resulting in a direct impact to the historic bridge. However, beyond cleaning and possible painting, any physical alteration would not be visible as all work would be below grade and under the channel's concrete lining. Both the Fourth Street Viaduct and Atlantic Avenue Bridge would remain intact and in their original locations and all of their existing character-defining features would remain unchanged.

For these reasons, where bridge abutment modification may occur at a historic LA River bridge, the Proposed Project would result in a direct impact to the historical resource, but this impact would be less than significant.

Indirect Impacts

Where the path would require bridge abutment modification to a historic LA River bridge, this may result in a new structural element in close proximity to or attached to the historic bridge. While this work would occur in the bridge's immediate setting, it would be below grade under the channel's concrete lining and thus not visible. However, this modification in the setting will not remove or alter any aspect of the bridge's setting that is critical to understanding the significance of the resource. The most important aspect of a historic LA River bridge's setting is the LA River channel. Only a small portion of the channel would be encroached upon and reconstructed in-kind, and its wide expanse spanned by the historic bridge would remain unencumbered.

For these reasons, where the path would require bridge abutment modification to a historic LA River bridge, the Proposed Project would not result in an indirect impact to the historical resource.

New River Crossing in Proximity to a Historic LA River Bridge

The Proposed Project would construct several new river crossings to carry the path from one bank of the LA River channel to the other. All new river crossings must be elevated above the channel walls so as not to be an obstruction in the channel during a flood event. River crossings may be clear-span structures or require one or more support columns in the channel. At the current conceptual level of design, it is not known exactly what type of structure would be erected in any given location. Structure types under consideration include tied-arch, cable-stayed, truss (steel), and causeway (concrete).

Direct Impacts

Where a new river crossing would be constructed in the vicinity of a historic LA River bridge, it would be a separate and distinct structure that would not physically touch or attach to the historic bridge in any way. Construction of new river crossings would not require any physical alteration of any historic LA River bridge. After construction of the new river crossings, all historic LA River bridges would remain intact and in their original locations and all of their existing character-defining features would remain unchanged.

For these reasons, where a new river crossing would be constructed in the vicinity of a historic LA River bridge, the Proposed Project would not result in a direct impact to the historical resource.

Indirect Impacts

The construction of new river crossings would place substantial new physical structures within the general vicinity of several historic LA River bridges. No new river crossings would be placed in the immediate vicinity of any historic bridge. The current Proposed Project description is conceptual and actual design of the new river crossings will be conducted in a later phase. However, while it is currently not known which structure type would be constructed in which location, it has been determined that no new river crossing would be closer than 100 feet from a historic bridge, and in most instances would be several hundred feet away from the nearest historic bridge. At this distance, the new river crossing would not interfere with spatial relationships between the bridge and its immediate surroundings and would not alter any aspect of a bridge's setting which is critical to understanding the significance of the resource.

The addition of new river crossings spanning the LA River does have the potential to alter or obstruct some distant views of historic LA River bridges from certain vantage points. However, no distant views of these historic bridges are part of an identified protected view corridor or are considered essential to understanding the significance of the resource. Because the Proposed Project will maintain a minimum distance of 100 feet between a new river crossing and the nearest historic bridge, there would remain ample open space surrounding each historic bridge such that it would remain largely unobstructed and readily discernible from multiple vantage points. Moreover, the new path, connectors, and river crossings would provide additional views of the historic LA River bridges that would not otherwise be available.

For these reasons, where a new river crossing would be constructed in the general vicinity of a historic LA River bridge, the Proposed Project would result in an indirect impact to the historical resource, but this impact would be less than significant.

Soffit Lighting on a Historic LA River Bridge

Where the path passes under a historic LA River bridge, the Proposed Project may opt to mount the path lighting on the bridge soffits, resulting in a direct impact to the historic bridge. This design solution would be implemented where pole-mounted lighting could not be accommodated due to low overhead clearance. The mounting of lighting to a bridge's soffits, including the light fixture and associated electrical conduit, would affect a very small portion of the underside of the historic bridge and would not require any substantial removal of historic fabric. After installation, the bridge would remain intact and in its original location and all of its existing character-defining features would remain unchanged. For these reasons, where path lighting would be mounted on the soffits of a historic LA River bridge, the Proposed Project would result in a direct impact to the historical resource, but this impact would be less than significant.

Signage on a Historic LA River Bridge

Where the path passes under a historic LA River bridge, the Proposed Project may opt to mount signage on the underside of the bridge, resulting in a direct impact to the historic bridge. This design solution would be implemented where pole-mounted signage could not be accommodated due to low overhead clearance. The mounting of signage on the underside of a bridge would affect a very small portion of the historic bridge and would not require any substantial removal of historic fabric. After installation, the bridge would remain intact and in its original location and all of its existing character-defining features would remain unchanged. For these reasons, where signage would be mounted on the underside of a historic LA River bridge, the Proposed Project would result in a direct impact to the historical resource, but this impact would be less than significant.

Vibration Due to Construction Activities in Proximity to a Historic LA River Bridge

Construction activities associated with the Proposed Project would include the excavation and removal of channel lining, pile driving, moving of heavy equipment and materials, and general construction activities. These activities have the potential to cause damage to nearby historic LA River bridges due to vibration. For these reasons, where construction activities would occur in proximity of a historic LA River bridge, the Proposed Project has the potential to result in a significant direct impact to the historical resource. Discussion of potential impacts to historical resources due to vibration damage is included in Draft EIR Section 3.12, *Noise and Vibration*.

5.2.3 Potential Impacts to Other Built-Environment Historical Resources

In addition to the LA River Channel District and historic LA River bridges, this report has identified a number of historical resources situated alongside the channel in the various communities included in the Proposed Project API. For a large number of these historical resources, the path would simply pass by without any interaction with the resource. In the vast majority of these cases, the path would pass by at a considerable distance from the historical resource and thus there would be no direct or indirect impacts. In some instances, the path would pass in close proximity to a historical resource or even encroach on a historical resource property, both of which have the potential to alter the resource's immediate surroundings. There are also several instances where the path would pass by a historical resource at-grade within an existing public ROW, such as on a public street. Finally, in addition to path structures, the Proposed Project would also include some number of ancillary path features to be constructed along the path alignment and at access points. The potential for the Proposed Project to impact identified historical resources other than the LA River Channel District and historic LA River bridges is discussed below.

5.2.3.1 Path Passing by a Built-Environment Historical Resource

In many instances, the path would be constructed at considerable distance from an identified historical resource situated alongside the channel. Where the path would pass the resource at a considerable distance, there would be no physical interaction with the resource. Additionally, at this distance the path would not interfere with visual or spatial relationships between the resource and its immediate surroundings, or with the resource's ability to convey its historic significance. Thus, the Proposed Project would not result in any direct or indirect impacts to these historical resources. There are two instances where the path would pass in close proximity to an identified built-environment historical resource in the API. This would occur at the following historical resources:

- Mission Tower
- Cesar E Chavez Ave/Vignes St Street Lights

In both of these instances, the path would not touch the historical resource or encroach upon the historical resource property. Construction of the path structure would not require any physical alteration of the Mission Tower or the Cesar E Chavez Ave/Vignes St Street Lights. After construction of the path, both of these historical resources would remain intact and in their original locations and all of their exiting character-defining features would remain unchanged. For these reasons, where the path would pass in close proximity to the Mission Tower or the Cesar E Chavez Ave/Vignes St Street Lights, the Proposed Project would not result in a direct impact to the historical resource.

Where the path passes the Mission Tower or the Cesar E Chavez Ave/Vignes St Street Lights, the Proposed Project would erect a substantial new physical structure within close proximity of the historical resource, altering its setting and potentially interfering with the visual and spatial relationships between the resource and its immediate surroundings. This change to the setting would be additive, and the Proposed Project would not remove any aspect of the resource's setting which is critical to understanding its significance. In each instance, the path would intermittently obscure some public views of the resource, although the majority of views would remain unobstructed. Additionally, there would remain ample open space surrounding each historical resource such that it would remain largely unobstructed and readily discernible from multiple vantage points. For these reasons, where the path would pass in close proximity to the Mission Tower or the Cesar E Chavez Ave/Vignes St Street Lights, the Proposed Project would result in an indirect impact to the historical resource, but this impact would be less than significant.

However, construction activities associated with the Proposed Project—such as excavation, pile driving, and moving of heavy equipment and materials—have the potential to cause damage to nearby historical resources due to vibration. Without specific protection plans, it is assumed for the purposes of analysis that construction activities in close proximity to Mission Tower or the Cesar E Chavez Ave/Vignes St Street Lights have the potential to cause damage to these historical resources due to vibration. For these reasons, where construction activities would occur in close proximity to Mission Tower or the Cesar E Chavez Ave/Vignes St Street Lights, without mitigation the Proposed Project has the potential to result in a significant indirect impact to the historical resource.

5.2.3.2 Path Encroaching on a Built-Environment Historical Resource Property

There are several instances where the path would encroach into the property of an identified historical resource in the API. This would occur at the following historical resources:

- Lincoln Heights Jail

- River Station Area (now Los Angeles State Historic Park)
- AT&SF Railway Redondo Junction/Butte Street Yard
- Hoffy/Bill Bailey's

Where the path would physically encroach upon a historical resource property, this would result in a direct impact to the historical resource. However, in all of these instances, the construction of the path would occur at the rear of the property or on an undeveloped portion of the property and would not demolish or alter any existing buildings, structures, or other physical feature that contribute to the property's historic significance.

At Lincoln Heights Jail and Hoffy/Bill Bailey's, the path structure would occupy an undeveloped portion of the site at the rear of the property along the LA River channel. In both instances, these areas are devoid of any features which contribute to the significance of the historical resource. At the AT&SF Railway Redondo Junction/Butte Street Yard, the path would be constructed on an undeveloped portion of the property and would not touch any contributing features of the historical resource. At the Los Angeles State Historic Park, new construction would occur on an undeveloped portion of the property which is now used as parking. Additionally, this historical resource is effectively the "site of" the River Station, with no extant physical features from the resource's historic period. As such, the construction of the path on this site would not interfere with the ability of the resource to convey its historic significance.

For these reasons, where the path would physically encroach upon the property of Lincoln Heights Jail, River Station Area (now Los Angeles State Historic Park), AT&SF Railway Redondo Junction/Butte Street Yard, or Hoffy/Bill Bailey's, the Proposed Project would result in a direct impact to the historical resource, but this impact would be less than significant.

In most of these instances, the Proposed Project would erect a substantial new physical structure directly on the historical resource property, altering its setting and potentially interfering with the visual and spatial relationships between the resource and its immediate surroundings. This change to the setting would be additive, and the Proposed Project would not remove any aspect of the resource's setting which is critical to understanding its significance. In each instance, the path would intermittently obscure some public views of the resource, although the majority of views would remain unobstructed. Additionally, there would remain ample open space surrounding each historical resource such that it would remain largely unobstructed and readily discernible from multiple vantage points. In one instance, the path would be at-grade. After construction of the path, these historical resources would remain intact and in their original locations and all of their exiting character-defining features would remain unchanged.

For these reasons, where the path would physically encroach upon the abovementioned historical resource properties, the Proposed Project would result in a direct impact to the historical resource, but this impact would be less than significant.

However, construction activities associated with the Proposed Project—such as excavation, pile driving, and moving of heavy equipment and materials—have the potential to cause damage to nearby historical resources due to vibration. Without specific protection plans, it is assumed for the purposes of analysis that construction activities on the historical resource properties of Lincoln Heights Jail, River Station Area (now Los Angeles State Historic Park), AT&SF Railway Redondo Junction/Butte Street Yard, or Hoffy/Bill Bailey's have the potential to cause damage to these historical resources due to vibration. Appropriate mitigation would be required to ensure that construction activities would be carried out in a manner that would avoid damage to the historical resource. For these reasons, where

construction activities would occur on a historical resource property, without mitigation the Proposed Project has the potential to result in a significant indirect impact to the historical resource.

5.2.3.3 Path on a Public Street

In some locations, the path would be at-grade within an existing public ROW, such as a public street. In these instances, the Proposed Project would require only minimal changes to the existing street—including paving, striping, and possibly lighting, fencing, or a signal. No new path structure would be constructed at these locations. Thus, where an on-street path occurs in the vicinity of an identified historical resource, the Proposed Project would not result in a direct impact to the resource. To the extent that the path would occur within the setting of a historical resource, it would not interfere with visual or spatial relationships between the resource and its immediate surroundings and would not remove any aspect of the resource's setting which is critical to understanding its significance. Additionally, the at-grade path would not obscure views of the historical resource. For these reasons, where an on-street path occurs in the vicinity of a historical resource, the Proposed Project may result in an indirect impact to the resource, but this impact would be less than significant.

5.2.3.4 Ancillary Path Elements

The Proposed Project would include a range of ancillary features and elements to support and augment the path user experience. These elements include pathway striping; lighting; landscaping/vegetation; railings and bollards; and signage. Other features may include drinking fountains; public art; bicycle fix-it stations; shade structures; pedestrian and bicycle counters; integrated technology; educational/interpretive signage; and utilities integration. The Proposed Project also includes up to four restrooms located near access points.

Ancillary path elements would be distributed across the full length of the path. The type, placement, and number of ancillary elements would be dictated by the ultimate path alignment and determined in a later phase of design. All ancillary path elements would be implemented within the permanent footprint as defined for the Proposed Project, Option 1, or Option 2.

The locations and types of ancillary path elements considered feasible for implementation vary along each alignment based on path type and access point details. Some of these elements would occur along the path alignment, including at overlooks or other bump-outs, while others would be concentrated at key access points.

These ancillary path elements would represent relatively minor additions to the Proposed Project and their accumulation along the path in a manner that would materially impair the significance of any identified built-environment historical resource is not anticipated. While the exact locations of ancillary path elements to be constructed is not known at this stage of design, it is reasonable to assume that some combination of elements could be constructed adjacent to an identified historical resource, particularly the LA River Channel District and/or a historic LA River bridge. However, none of these elements would demolish, destroy, relocate, or alter any historical resource. To the extent that ancillary path elements would occur within the setting of a historical resource, this change to the setting would be additive and would not remove any aspect of the resource's setting which is critical to understanding its significance. Also, due to the nature and scale of the elements proposed, it is not expected that they would interfere with visual or spatial relationships between identified built-environment historical resources and their immediate surroundings in any meaningful way. For these reasons, impacts to historical resources associated with final ancillary path elements are anticipated to be less than significant.

5.2.3.5 Construction Staging Areas

The Proposed Project would include a number of temporary staging areas to support construction. Activities to occur at these staging areas would include vehicle and equipment staging, storage and refueling; materials staging and storage; fabrication of various Proposed Project components; establishment of construction trailers; and worker vehicle parking and assembly. Staging areas would also likely be surrounded by temporary fencing. There are 12 potential construction staging areas located throughout the Proposed Project study area. The specific staging areas to be used for the Proposed Project would be determined once an alignment is selected.

The construction staging areas would be distributed across the full length of the path. All construction staging areas would be established within the temporary footprint as defined for the Proposed Project. In some instances, the staging area would be located immediately adjacent to a historical resource; in other instances, the staging area would physically encroach upon a historical resource property. The presence of the staging area would temporarily alter the immediate surroundings of the historical resource. However, none of the staging areas would demolish, destroy, relocate, or alter any historical resource. Where a staging area is located on a historical resource property, it would not alter any existing buildings, structures, or other physical features that contribute to the resource's historic significance. Additionally, the use of these staging areas would be temporary and would not persist beyond the construction of the Proposed Project. There would be no permanent new construction at these staging areas; construction trailers would be temporary pre-fabricated structures. Upon completion of the Proposed Project, all equipment, materials, and structures would be removed from the staging area and the site would be returned to its previous condition. As such, the significance of the historical resource would not be material impaired.

Thus, where a construction staging area is located immediately adjacent to a historical resource, the Proposed Project would result in no impact to the resource. Where a potential staging area is on a historical resource property (in whole or in part), the Proposed Project would result in a direct impact to the resource, but this impact would be less than significant. For these reasons, construction staging areas would not result in any significant impacts to historical resources.

5.2.3.6 Vibration Due to Construction Activities

As discussed in Section 5.2.2, construction activities associated with the Proposed Project would include the excavation and removal of channel lining, pile driving, moving of heavy equipment and materials, and general construction activities. These activities have the potential to cause damage to nearby historical resources due to vibration. For these reasons, where construction activities would occur in proximity of a historical resource, the Proposed Project has the potential to result in a significant direct impact to the historical resource. Discussion of potential impacts to historical resources due to vibration damage is included in Draft EIR Section 3.12, *Noise and Vibration*.

5.2.3.7 Operations and Maintenance

The full-length Proposed Project description (Draft Proposed Project Description, February 16, 2021) was reviewed in detail for any aspects of the Proposed Project that may result in potential significant impacts to historical resources during O&M, and no potential impacts were identified. O&M of the Proposed Project is largely concerned with the physical upkeep of the path structure and associated features in order for it to remain functional, safe, and enjoyable for path users. As such, the activities identified under O&M would primarily affect the new construction associated with the Proposed Project and not the adjacent historical resources. For these reasons, it is assumed for the purposes of

analysis that impacts to historical resources associated with O&M, if any, would be less than significant.

5.3 Construction Impacts

5.3.1 Proposed Project

Impact CUL-1: Cause a substantial adverse change in the significance of a built-environment historical resource as defined in Section 15064.5?

Less than significant with mitigation incorporated. The following analysis identifies the potential for impacts to historical resources during construction of the Proposed Project. This section presents a series of maps—including a key map and three segment maps—illustrating the alignment for the Proposed Project with all identified historical resources within the Proposed Project API (Figures 5-1 through 5-4). Following these maps is a table that identifies potential impacts of the Proposed Project by historical resource, listed from north to south (Table 5-1). Detailed discussions of each potential impact appear in Section 5.2.

Proposed Project details are separated into various types: core path, connector to access point, design variation, construction staging area, and construction activities. For each built-environment historical resource, the impact analysis always includes the core path. Connectors to access points and design variations are analyzed only when they occur in proximity to an identified historical resource. Where there is more than one design variation in proximity to a historical resource, these design variations are numbered sequentially; this numbering convention has been developed for purposes of this report only. Construction staging areas are analyzed where they are proposed on or immediately adjacent to a built-environment historical resource property. Construction activities are analyzed where new construction would occur on or within close proximity to a historical resource property, including the LA River channel itself, as well as all historic LA River bridges.

Figure 5-1. Proposed Project with Historical Resources, Key Map

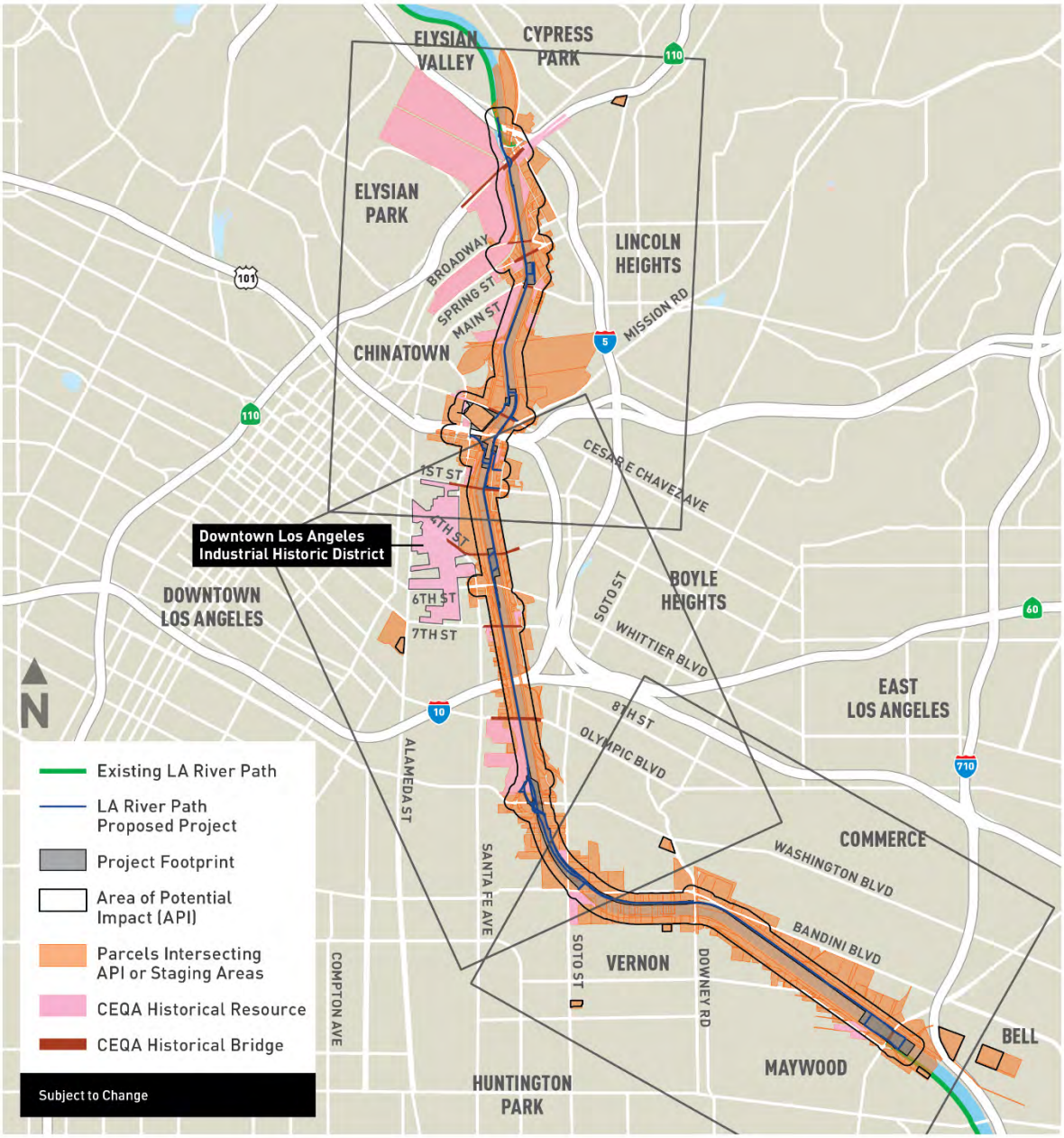

Figure 5-2. Proposed Project with Historical Resources, Segment 1 of 3

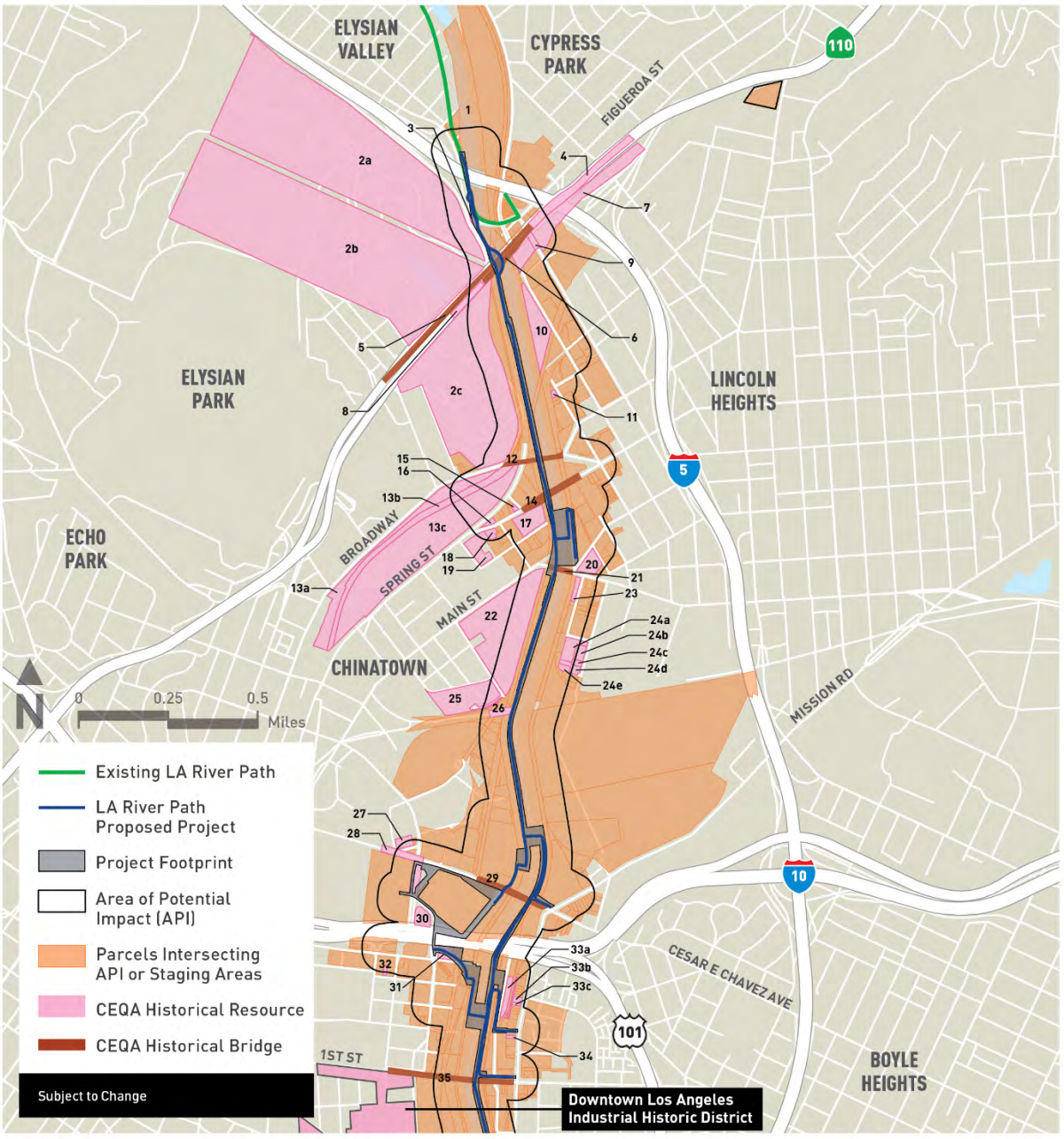

Figure 5-3. Proposed Project with Historical Resources, Segment 2 of 3

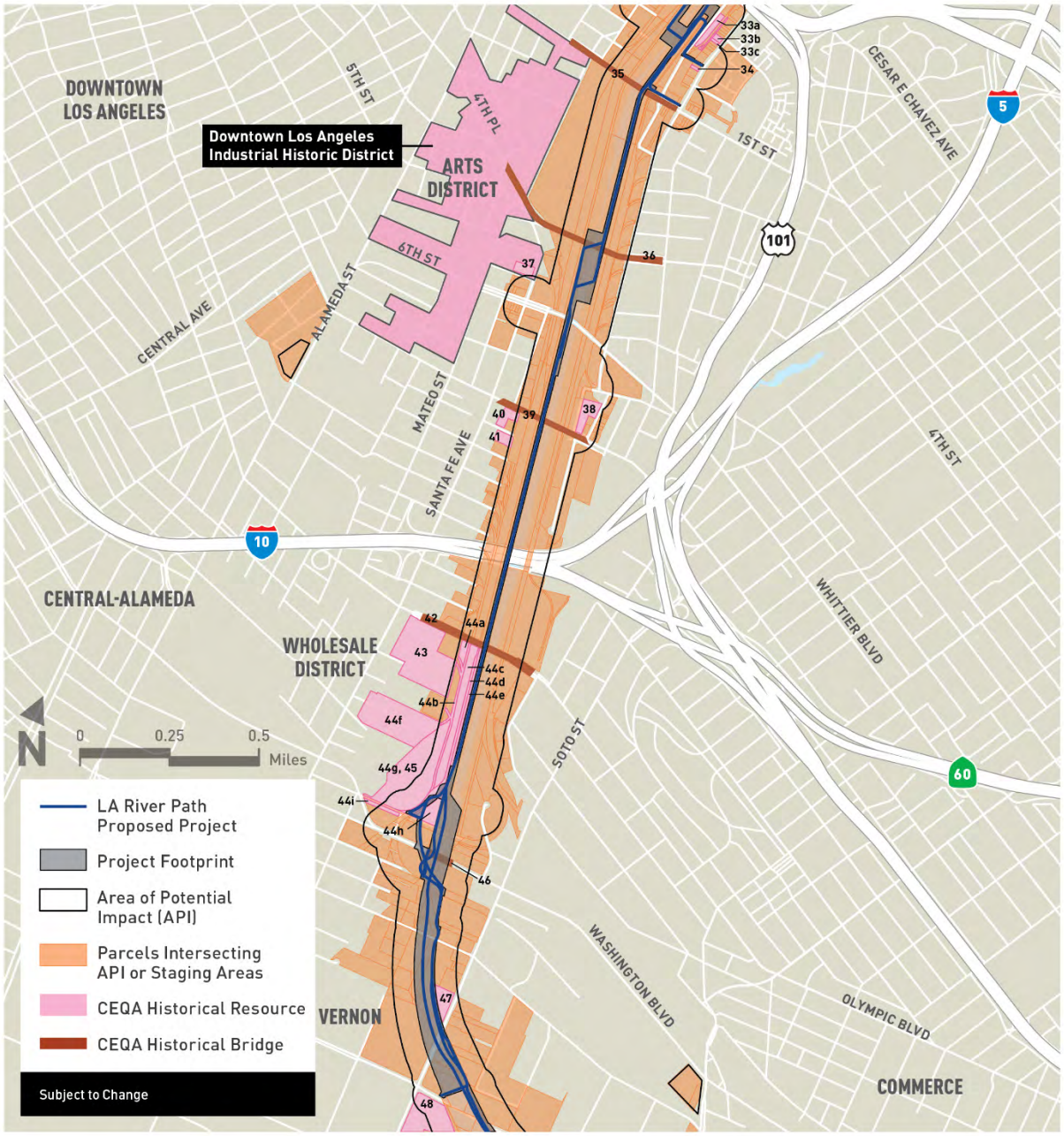

Figure 5-4. Proposed Project with Historical Resources, Segment 3 of 3

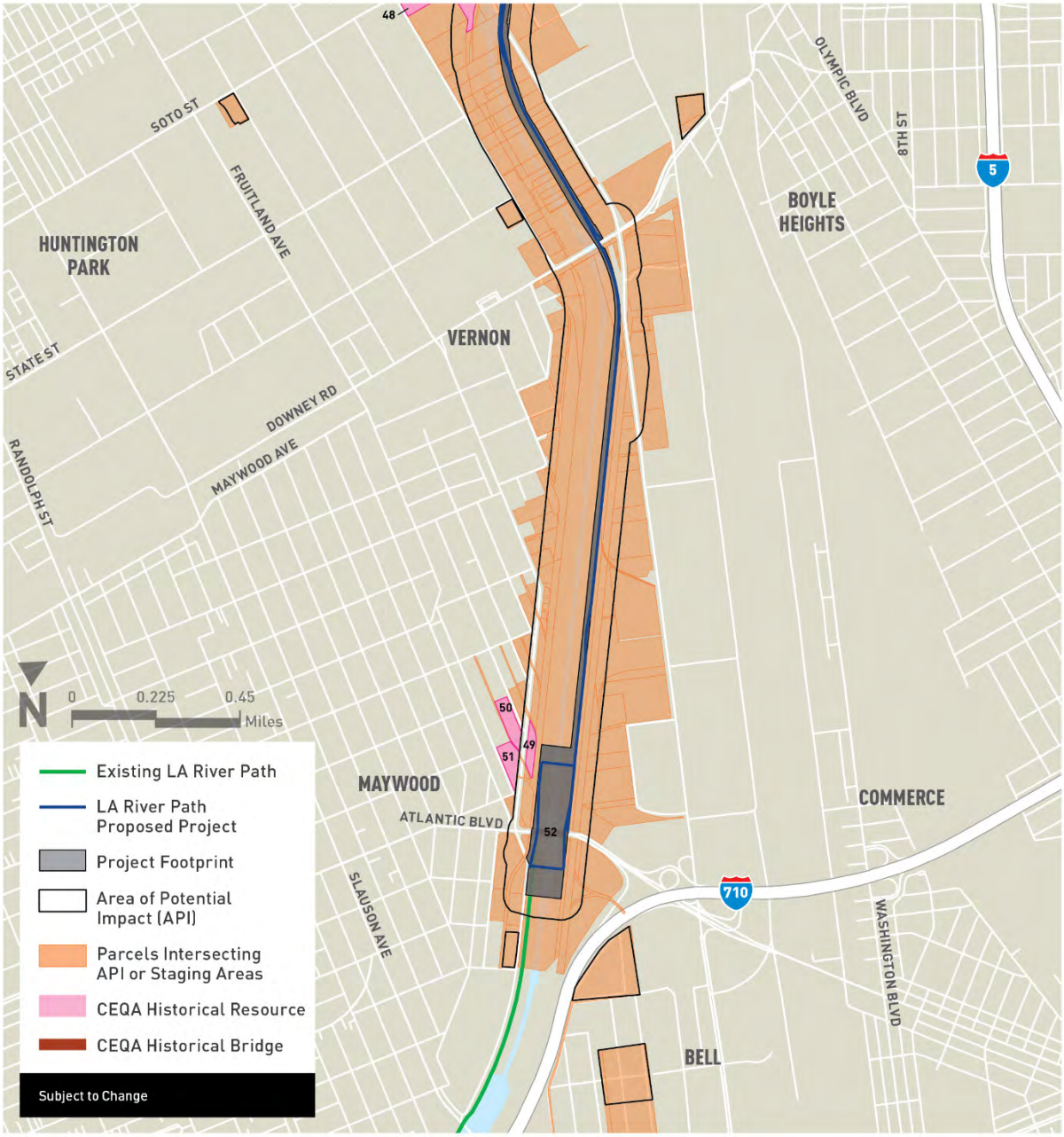

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-1	LA River Channel District	*Core Path:* The Proposed Project would construct an active transportation path along the approximately 8-mile stretch of the LA River comprising the Proposed Project area. Various components of this path alignment would be constructed within the LA River channel (from top-of-bank to top-of-bank), including the core path, river crossings, and connectors. Some aspects of the alignment would require alteration of portions of the Channel's concrete lining, including incised paths; cantilevered paths; supports for elevated paths, connectors, and river crossings; modification to bridge abutments; and new channel access routes. (Top-of-bank paths and clear-span river crossings would not alter the LA River channel lining.)	New construction on the historical resource property. Direct impact. New construction in the immediate setting. Impact is less than significant.
HR-2	Elysian Park, 929 Academy Rd, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Passes by the historical resource to the east. Separated from the historical resource by two freeway ramps.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path is in-channel on west bank along northern portion of historical resource property. Path passes by the historical resource to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path is on the west bank with 24 feet of vertical clearance. Passes by the historical resource to the east. Separated from the historical resource by two freeway ramps.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-3	Riverside-Figueroa Bridge Remnants ("Riverside Ruins")	*Core Path:* Path is elevated in-channel on the west bank. Passes by the historical resource to the east.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation: Path veers east into the channel, passing by the historical resource to the east.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-4	Arroyo Seco Parkway (Pasadena Freeway)	*Core Path:* Path is elevated in-channel. Passes under the SR-110 bridges. Passes by the property far to the southwest. (Note: The Arroyo Seco Parkway is a separate property from the SR-110 bridges, with the southern end at San Fernando Road.)	Path not in close proximity to the historical resource property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-5	SR-110 Bridge N (Bridge ID 4a)	*Core Path:* Path is elevated in the middle of the channel. Passes under the bridge.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area partially underneath the SR-110 bridges.	Staging area underneath the bridge. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-6	SR-110 Bridge S (Bridge ID 4b)	*Core Path:* Path is elevated in the middle of the channel. Passes under the bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Design Variation 2: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area partially underneath the SR-110 bridges.	Staging area underneath the bridge. Direct impact. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-7	Arroyo Seco Channel	*Core Path:* Path is elevated in the middle of the channel as it passes under SR-110 bridges. Then path veers west out of the channel to be elevated top-of-bank on west bank. Opposite side of the channel from the historical resource property. Path passes by the historical resource to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation: Path is top-of-bank on the west bank outside the channel.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area immediately adjacent to this channel.	Staging area adjacent to the property. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-8	Figueroa Street Tunnel No. 3	*Core Path:* Path is elevated in the middle of the channel. Passes by the property far to the east.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation: Path is elevated top-of-bank on the west bank outside the channel. Passes by the property to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-9	San Fernando Road/Arroyo Seco Channel Bridge	*Core Path:* Path is elevated in the middle of the channel. Passes by the historical resource far to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is top-of-bank on the west bank outside the channel. Passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: Staging area immediately adjacent to this bridge.	Staging area adjacent to the historical resource. No impact.
HR-10	Lincoln Heights Jail, 401 N Avenue 19, Los Angeles	*Core Path:* Path is partially top-of-bank and partially incised along west bank. Opposite side of the channel from the historical resource. Path passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: The historical resource property is a staging area.	Staging area on historical resource property. Direct impact. Impact is less than significant.
HR-11	Quonset hut, 147 N Avenue 18, Los Angeles	*Core Path:* Path is on west bank. Opposite bank from the historical resource. Separated from the historical resource by channel and railroad tracks. Path passes by the historical resource to the west (rear).	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-12	North Broadway Viaduct (Bridge ID 6)	*Core Path:* Path is incised on west bank. Passes under the bridge via the western of the two channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-13	River Station Area (now Los Angeles State Historic Park), 1231–1251 N Spring St, Los Angeles	*Core Path:* Path is on the west bank of the channel. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-14	North Spring Street Viaduct (Bridge ID 7)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the western of the two channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Albion Park Access: Ramp turns west off of core path as elevated in-channel along west bank. Path crosses the channel (river crossing) from west bank to east bank, then turns north as elevated top-of-bank path. Then turns east as elevated path over railroad tracks. Then south, elevated top-of-bank, ramping down to land in Albion Park.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-15	Standard Oil Co. Sales Department Building; Woman's Building, 1727 N Spring St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Same side of channel as historical resource. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-16	Raphael Junction Block Building, 1635–1637 N Spring St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Same side of channel as historical resource. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-17	Standard Oil Company Office, Auto Repair and Machine Shop, 1716–1756 N Spring St/1715–1749 N Naud St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Same side of channel as historical resource. Separated from historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Albion Park Access: Ramp turns west off of core path as elevated in-channel along west bank and crosses the channel (river crossing) from west bank to east bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-18	Paper Products Manufacturing Co., 1640–1646 N Spring St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Same side of channel as historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-19	California Steel and Cornice Co., 1600–1620 N Spring St/1611 Naud St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Same side of channel as historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-20	Richard Duardo Printmaking Studio, 1714–1736 N Albion St/325–339 Avenue 16/1735–1755 N Main St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Albion Park Access: Ramp turns west off of core path as elevated in-channel along west bank. Path crosses the channel (river crossing) from west bank to east bank, then turns north as elevated top-of-bank path. Then turns east as elevated path over railroad tracks. Then south, elevated top-of-bank, ramping down to land in Albion Park.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-21	North Main Street Bridge (Bridge ID 8)	*Core Path:* Path is incised on west bank. Passes under the bridge via western most of three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Connector to Abion Park Access: Ramp turns west off of core path as elevated in-channel along west bank. Path crosses the channel (river crossing) from west bank to east bank, then turns north as elevated top-of-bank path. Then turns east as elevated path over railroad tracks. Then south, elevated top-of-bank, ramping down to land in Albion Park.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: Staging area immediately adjacent to this bridge (LADWP parking lot).	Staging area adjacent to the bridge. No impact.
HR-22	LADWP, Main Street Yard, 1630 N Main St, Los Angeles	*Core Path:* Path is incised in-channel on west bank. Passes by the historical resource to the east. Separated from the historical resource by LADWP parking lot and railroad tracks.	Path in close proximity to the historical resource. New construction in the immediate setting. Indirect impact. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this historical resource (parking lot of LADWP site).	Staging area adjacent to the historical resource. No impact.
HR-23	1734 N Main St, Los Angeles	*Core Path:* Path is on west side of channel. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-24	San Antonio Winery, 725–749 S Lamar St/700–744 S Gibbons St, Los Angeles	*Core Path:* Path is on west side of channel. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-25	William Mead Homes (portion of), 1300 N Cardinal St, Los Angeles	*Core Path:* Path is on west side top-of-bank. Separated from the historical resource by street and railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-26	Mission Tower, 1436 Alhambra Ave/337 E Cesar E Chavez Ave, Los Angeles	*Core Path:* Path is incised in-channel on the west bank. Passes under the Mission Junction railroad bridges.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: Staging area immediately adjacent to this bridge (LADWP parking lot).	Staging area adjacent to the historical resource. No impact.
HR-27	Macy Street School, 900 N Avila St/505 E Clara St, Los Angeles	*Core Path:* Path is top-of-bank in-channel on the west bank. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Cesar E Chavez/Mission Access: Path is in-channel on the east bank. Opposite side of channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-28	Cesar E Chavez Ave/Vignes St Street Lights	*Core Path:* Path is top-of-bank in-channel on the west bank. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Connector to Cesar E Chavez/Mission Access: Path is in-channel on the east bank. Opposite side of channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is along Vignes Street (west side) between Cesar E Chavez Avenue and Ramirez Street, and along Lyon Street and Cesar E Chavez Avenue.	Path in close proximity to historical resource. New construction in the immediate setting. Indirect impact. Impact is less than significant.
HR-29	Cesar E Chavez Avenue Viaduct (Bridge ID 11)	*Core Path:* North of the bridge, path crosses the channel (river crossing) from west bank to east bank. Then path is incised on the east bank. Passes under the bridge via main channel arch.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Cesar E Chavez/Mission Access: Path veers off of the core path to the east, runs south as an elevated top-of-bank path to the bridge. Then turns east, passing over the railroad tracks, and runs as an elevated path parallel to the bridge along the east end on the north side, ramping down to connect to the northwest corner of Mission Road and Cesar E Chavez Avenue.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation 1: North of the bridge, path is top-of-bank on west bank, then becomes an elevated path over the railroad tracks, to be west of the tracks (back of rail). Then passes under the bridge via a pier-and-girder section of the bridge outside the channel and west of the railroad tracks.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Split path passes through the bridge via two open spandrels on east side of main channel arch.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 3: Path runs parallel along the west end of the bridge on the south side.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Construction Staging Area: Staging area immediately adjacent to this bridge, east end of the bridge on the north side (parcel south of Piggyback Yard).	Staging area adjacent to the bridge. No impact.
HR-30	Denny's Restaurant, 530 Ramirez St, Los Angeles	*Core Path:* Path is incised in-channel on the east bank. Opposite side of channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Design Variation: Path is along the north/east side of Ramirez St. Separated from historical resource by the street.	Path in close proximity to historical resource. New construction in the immediate setting. Indirect impact. No change. Impact is less than significant.
HR-31	Kahn-Beck Co./Friedman Bag Co. Building, 801 E Commercial St/600 Center St, Los Angeles	*Core Path:* Path is incised in-channel on the east bank. Opposite side of channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: Path crosses the channel (river crossing) south of US-101 from east bank to west bank. Then runs north as an elevated top-of-bank path west of the channel, turns west as an elevated path over the railroad tracks, and curves through this property (801 E Commercial Street).	This property was previously identified as appearing eligible for the NRHP, CRHR, and for local designation. However, this building is proposed for demolition by the LinkUS project.[a] This aspect of the Proposed Project *(Connector to Union Station Access)* is predicated upon the removal of this building by the LinkUS project prior to the construction. Presumably, when the Proposed Project reaches construction, this historical resource would no longer be extant; thus, there would be no impact. However, if, at the time of the Proposed Project the historical resource is extant, this aspect of the would not be constructed; thus there would be no impact.
		Construction Staging Area: The historical resource property is part of a larger staging area (including parcels to the north and west).	This property was previously identified as appearing eligible for the NRHP, CRHR, and for local designation. However, this building is proposed for demolition by the LinkUS project. This aspect of the Proposed Project *(Staging Area)* is predicated upon the removal of this building by the LinkUS project prior to the construction. Presumably, when the Proposed Project reaches construction, this historical resource would no longer be extant; thus there would be no impact. However, if, at the time of this Proposed Project the historical resource is extant, this aspect of the Proposed Project would not occur; thus there would be no impact.
HR-32	Thomas R. Barabee Store and Warehouse, 611–615 Ducommun St, Los Angeles	*Core Path:* Path is incised in-channel on the east bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: Path crosses the channel (river crossing) south of US-101 from east bank to west bank. Then runs north as an elevated top-of-bank path west of the channel, turns west as an elevated path over the railroad tracks, and curves through the property at 801 E Commercial Street (northeast at Center Street).	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Connector to First Street Access: Path turns east off of the core path, then runs south as an elevated top-of-bank path on the east bank to the First Street Viaduct, where it turns east to land at First Street and Mission Road.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-33	Walker Foods, Inc./El Pato Salsas, 250 N Myers St/233–243 N Mission Rd, Los Angeles	*Core Path:* Path is incised in-channel on the east bank. Separated from the channel by railroad tracks and Myers St.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: South of US-101, path crosses the channel (river crossing) from east bank to west bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to First Street Access: Path turns east off of the core path, then runs south as an elevated top-of-bank path on the east side to the First Street Viaduct, where it turns east to land at First Street and Mission Road. Separated from historical resource by the railroad tracks and Myers Street.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path turns off of the core path and runs north at top-of-bank, the turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street.	Path in close proximity to the historical resource. New construction in the immediate setting but to the rear of the historical resource (along the rear loading docks). No impact.
		Design Variation 2: Path turns off of the core path and runs east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street.	Path in close proximity to the historical resource. New construction in the immediate setting, but to the rear of the historical resource (along the rear loading docks). No impact.
HR-34	Property at 161 N Mission Rd, Los Angeles	*Core Path:* Path is incised in-channel on the east bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: South of US-101, path crosses the channel (river crossing) from east bank to west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to First Street Access: Path turns east off of the core path, then runs south as an elevated top-of-bank path on the east bank to the First Street Viaduct, where it turns east to land at First Street and Mission Road.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Design Variation 1: Path turns off of the core path and runs north at top-of-bank path, then turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road. Separated from the historical resource by a residential property to the north (side façade of historical resource).	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path turns off of the core path and runs east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road. Separated from the historical resource by a residential property to the north (side façade of historical resource).	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-35	First Street Viaduct (Bridge ID 14)	*Core Path:* Path is incised in-channel on east bank. Passes under the bridge via the eastern of the two channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to First Street Access: Path turns east off of the core path, then runs south as an elevated top-of-bank path on the east bank to the First Street Viaduct, where it turns east and runs as an elevated path, passing over the railroad tracks and Myers Street, running parallel to the bridge along the east end on the north side, ramping down to land at the northwest corner of First Street and Mission Road.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation 1: Path turns off of the core path and runs north as top-of-bank path, then turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney St and continues on the street, terminating at Kearney Street and Mission Road.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path turns off of the core path and turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-36	Fourth Street Viaduct (Bridge ID 15)	*Core Path:* Path is incised in-channel on the east bank. Passes under the bridge via the easternmost edge of the main channel arch. May require modification to bridge abutment. South of the bridge, path is elevated and crosses the channel (river crossing) from east bank to west bank.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
		Design Variation: Path is incised on the east bank. Crosses the channel (river crossing) from east bank to west bank diagonally under the bridge. Then path continues south top-of-bank on the west bank.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-37	Property at 1345 E Willow St, Los Angeles	*Core Path:* Path is incised in-channel on the east bank. Then crosses the channel (river crossing) from east bank to west bank, and continues elevated in-channel on west bank.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Los Angeles Industrial Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-38	Los Angeles Furniture Mart Building, 2155 E Seventh St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Sixth Street Viaduct Access: South of the Sixth Street Viaduct, path turns off of the core path and runs north on the west bank, parallel to the core path, as an elevated in-channel path to connect to the Sixth Street Viaduct/PARC.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-39	Seventh Street Viaduct (Bridge ID 17)	*Core Path:* Path is elevated in-channel on the west bank. Passes under the bridge via the western of the three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-40	Property at 2121 E Seventh Pl, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-41	Property at 2140 E Seventh Pl, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-42	Olympic Boulevard Viaduct (Bridge ID 19)	*Core Path:* Path is elevated in-channel on the west bank. Passes under the bridge via the western of the three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-43	WM (Waste Management) Downtown Diversion, 2416–2424 E Olympic Bl, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank.	Path not in close proximity to the historical resource. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-44	AT&SF Railway Redondo Junction/Butte Street Yard (portion of), 2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank, then becomes elevated top-of-bank, running adjacent to the historical resource property to the east.	Path in close proximity to the historical resource. New construction in the immediate setting. Indirect impact. Impact is less than significant.
		Design Variation 1: Along northern portion of the historical resource, path is elevated in-channel on the west bank, running adjacent to the historical resource property. Along southern portion of the historical resource, path veers onto the historical resource property at-grade, passes under the Redondo Junction Grade Separation (flyover rail bridge). Then becomes a triangular spiral ramp on the historical resource property, ramping up to shadow the flyover rail bridge on the outside (west), continuing over the channel from west to east.	New construction on the historical resource property. Direct impact. Path runs along the eastern edge of the property. New construction is on an undeveloped portion of the property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 2: Along northern portion of historical resource property, path is elevated in-channel, running adjacent to the historical resource property. At about midpoint along the historical resource property, path veers west for a short segment, then becomes an elevated in-channel path.	Path in close proximity to the historical resource. New construction in the immediate setting. Indirect impact. Impact is less than significant.
HR-45	AT&SF Railway Steam Locomotive No. 3751, 2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	*Core Path:* Along northern portion of the property, path is elevated in-channel on the west bank, running adjacent to the property. Along southern portion of the property, path becomes elevated top-of-bank and veers onto the property, continuing south on the eastern edge of the property.	This historical resource is a mobile object which is sometimes housed on this property. The path would not touch the historical resource (if present). Path may be in close proximity to the historical resource. No impact.
HR-46	Washington Boulevard Bridge (Bridge ID 21)	*Core Path:* Path is elevated in-channel on west bank, then veers into the channel as an elevated in-channel path. Then path passes over the Washington Boulevard Bridge to the east of the western monumental pylons. Then path veers west onto the property west of the channel (south of Washington Boulevard) to pass under the Redondo Junction Grade Separation (flyover rail bridge) as an elevated top-of-bank path.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path passing over the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Connector to Washington Blvd Access: South of flyover rail bridge, path is elevated top-of-bank on the west side of the channel, running south, then makes a U-turn to run north, and ramps down to connect at-grade to Washington Boulevard on the south side (back of sidewalk), immediately adjacent to the west end of the bridge (just west of the south monumental pylon).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Design Variation 1: New signalize at-grade crossing across Washington Boulevard, just west of the west end of the Washington Boulevard Bridge (west of the western monumental pylons). New crossing consists of striping, new full signal, and possibly lighting.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path is elevated in-channel. Passes under the bridge via the center west pier-and-girder section of the bridge in the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 3: Path ramps up to shadow the flyover rail bridge on the outside (west), over Washington Boulevard, continuing over the channel from west to east.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this bridge to the west (parcels on the north and south sides of Washington Boulevard).	Staging area adjacent to the bridge. No impact.
HR-47	Hoffy/Bill Bailey's 2731 S Soto St, Vernon	*Core Path:* Path is elevated top-of-bank east of channel, on the western (rear) edge of the historical resource property.	New construction on the historical resource property. Direct impact. Path runs along the western (rear) edge of this property. New construction is on an undeveloped portion of the property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 1: North of historical resource property, path veers from top-of-bank to elevated in-channel.	Path in close proximity to the historical resource. New construction in the immediate setting. Indirect impact. No impact.
		Design Variation 2: Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-48	Farmer John, 3049 E Vernon Avenue, Vernon	*Core Path:* Path is elevated top-of-bank on the east bank, then incised in-channel on the east bank. Opposite side of the channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Bandini-Soto Triangle Access: Path turns southwest off of the core path on east bank, then crosses the channel (river crossing) from east bank to west bank to connect to the Bandini-Soto Triangle. Separated from the historical resource by Bandini Boulevard.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
HR-49	Property at 5015 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is top-of-bank on the east bank. Then along the southern portion of the historical resource, the path crosses the channel (river crossing) from east bank to west bank. Then becomes incised in-channel path on the west bank. Separated from the historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Core Path East: Southern terminus at the Atlantic Boulevard East End Point. Path is top-of-bank on the east bank. Then becomes elevated top-of-bank path on east bank to connect to the Atlantic Boulevard Bridge. Opposite side of the channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-50	Property at 5000 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is top-of-bank on the east bank. Then path crosses the channel (river crossing) from east bank to west bank. Then becomes incised in-channel path on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Core Path East: Southern terminus at the Atlantic Boulevard East End Point. Path is top-of-bank on the east bank. Then becomes elevated top-of-bank path on east bank to connect to the Atlantic Boulevard Bridge.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-51	Property at 5100 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is top-of-bank on the east bank. Then path crosses the channel (river crossing) from east bank to west bank. Then becomes incised in-channel path on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Core Path East: Southern terminus at the Atlantic Boulevard East End Point. Path is top-of-bank on the east bank. Then becomes elevated top-of-bank path on east bank to connect to the Atlantic Boulevard Bridge.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-52	Atlantic Boulevard Bridge (Bridge ID 30)	*Core Path West:* Atlantic Boulevard West End Point. North of the bridge, path is elevated top-of-bank on east bank, and crosses channel (river crossing) from east bank to west bank. Then becomes incised in-channel on the west bank. Passes under the bridge via the westernmost pier-and-girder section of the bridge. May require modification to bridge abutment. Path then continues south as an incised in-channel path on the west bank, then veers west to connect to the existing LA River Bicycle Path at the Atlantic Boulevard West End Point.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Core Path East: Atlantic Boulevard East End Point. Path is elevated top-of-bank on east bank, then ramps down to grade, terminating at the east end of the Atlantic Boulevard Bridge on the north side. Removal of a segment of railing at the east end of the bridge, north side, for connector.	Physical connection to the bridge. Direct impact. Alteration of a character-defining feature. Removal of some historic fabric. New construction in the immediate setting. Path connecting directly to the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation: Path veers off Atlantic Boulevard East Point path into channel. Passes under Atlantic Boulevard Bridge via the easternmost pier-and-girder section of the bridge. May require modification to bridge abutment. Path then continues south on the east bank, the turns west to cross channel (river crossing) from east bank to west bank to connect to the existing LA River Bicycle Path at the Atlantic Boulevard West End Point.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
N/A	Downtown Los Angeles Industrial Historic District	*Core Path:* Path is incised in-channel on the east bank. Then crosses the channel (river crossing) from east bank to west bank, and continues elevated in-channel on west bank.	Path not in close proximity to the historic district. No impact to the property at 1345 Willow St, which is the only contributor to the historic district that is within the API. No change to setting of the historic district. No impact to the historic district.
N/A	Arroyo Seco Parkway Historic District	*Core Path:* As the path passes through the boundaries of the historic district, it is elevated in the middle of the channel, passing under the SR-110 bridges, then veers west out of the channel to be elevated top-of-bank on west bank.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts
		Design Variation 1: Path is elevated top-of-bank on the west bank. Passes under SR-110 bridges on the west bank outside the channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Design Variation 2: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Construction Staging Area: Staging area partially underneath the SR-110 bridges. Immediately adjacent to the Arroyo Seco Channel.	Staging area within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Staging area underneath the SR-110 Bridge N and SR-110 Bridge S. Staging area adjacent to the Arroyo Seco Channel. Staging areas not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway) or Figueroa Street Tunnel No. 3. Use of these staging areas would be temporary and would not include any permanent new construction. Impact to the historic district is less than significant.

Table 5-1. Proposed Project Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Proposed Project Details	Potential Impacts

[a] The *Link Union Station Cultural Resources Impact Assessment Report* (June 2019) identified the demolition of this building as significant impact which, despite mitigation, "would remain significant and unavoidable" (Metro 2019).

Note:

N/A = not applicable

5.3.1.1 Summary of Potentially Significant Impacts

According to the impact analysis presented in Table 5-1, without the incorporation of appropriate mitigation measures, there is the potential for significant impacts to one or more historical resources as defined by CEQA during construction of the Proposed Project. Potentially significant impacts to historical resources under the Proposed Project include:

- Path passing over a historic bridge
- Ramp(s) connecting to a historic bridge
- Ramp(s) running parallel to a portion of a historic bridge
- Vibration due to construction activities

Table 5-2 summarizes potentially significant impacts of the Proposed Project by historical resource, listed from north to south. Mitigation measures are proposed in Chapter 6 to reduce impacts to historical resources wherever possible. With the incorporation of the proposed mitigation measures, potential impacts to historical resources during construction of the Proposed Project would be reduced to a less than significant level.

Table 5-2. Proposed Project Summary of Potentially Significant Impacts

Listed North to South

HR	Resource	Potentially Significant Impact	Mitigation
HR-29	Cesar E Chavez Avenue Viaduct (Bridge ID 11)	*Connector to Cesar E Chavez/Mission Access:* Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
		Design Variation 3: Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-35	First Street Viaduct (Bridge ID 14)	*Connector to First Street Access:* Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-46	Washington Boulevard Bridge (Bridge ID 21)	*Core Path:* Path passing over the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-52	Atlantic Boulevard Bridge (Bridge ID 30)	*Core Path East:* Path connecting directly to the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.

5.3.2 Option 1

Impact CUL-1: Cause a substantial adverse change in the significance of a built-environment historical resource as defined in Section 15064.5?

Less than significant with mitigation incorporated. The following analysis identifies the potential for impacts to historical resources during construction of Option 1. This section presents a series of maps—including a key map and three segment maps—illustrating the alignment for Option 1 with all identified historical resources within the Proposed Project API (Figures 5-5 through 5-8). Following these maps is a table that identifies potential impacts of Option 1 by historical resource, listed from north to south (Table 5-3). Detailed discussions of each potential impact appear in Section 5.2.

Option 1 details are separated into various types: core path, connector to access point, design variation, construction staging area, and construction activities. For each built-environment historical resource, the impact analysis always includes the core path. Connectors to access points and design variations are analyzed only when they occur in proximity to an identified historical resource. Where there is more than one design variation in proximity to a historical resource, these design variations are numbered sequentially; this numbering convention has been developed for purposes of this report only. Construction Staging areas are analyzed where they are proposed on or immediately adjacent to a built-environment historical resource property. Construction activities are analyzed where new construction would occur on or within close proximity to a historical resource property, including the LA River channel itself, as well as all historic LA River bridges.

Figure 5-5. Option 1 with Historical Resources, Key Map

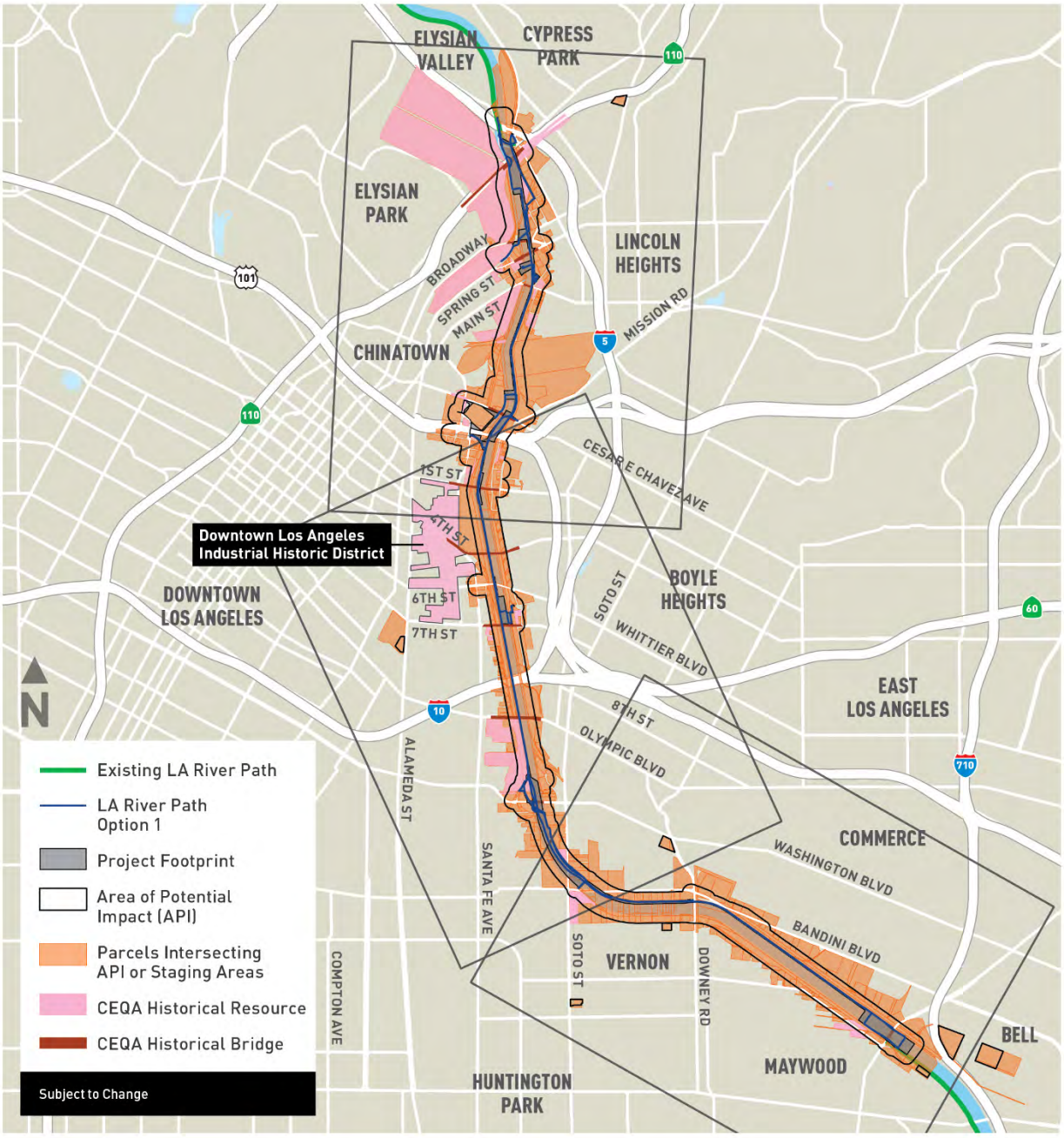

Figure 5-6. Option 1 with Historical Resources, Segment 1 of 3

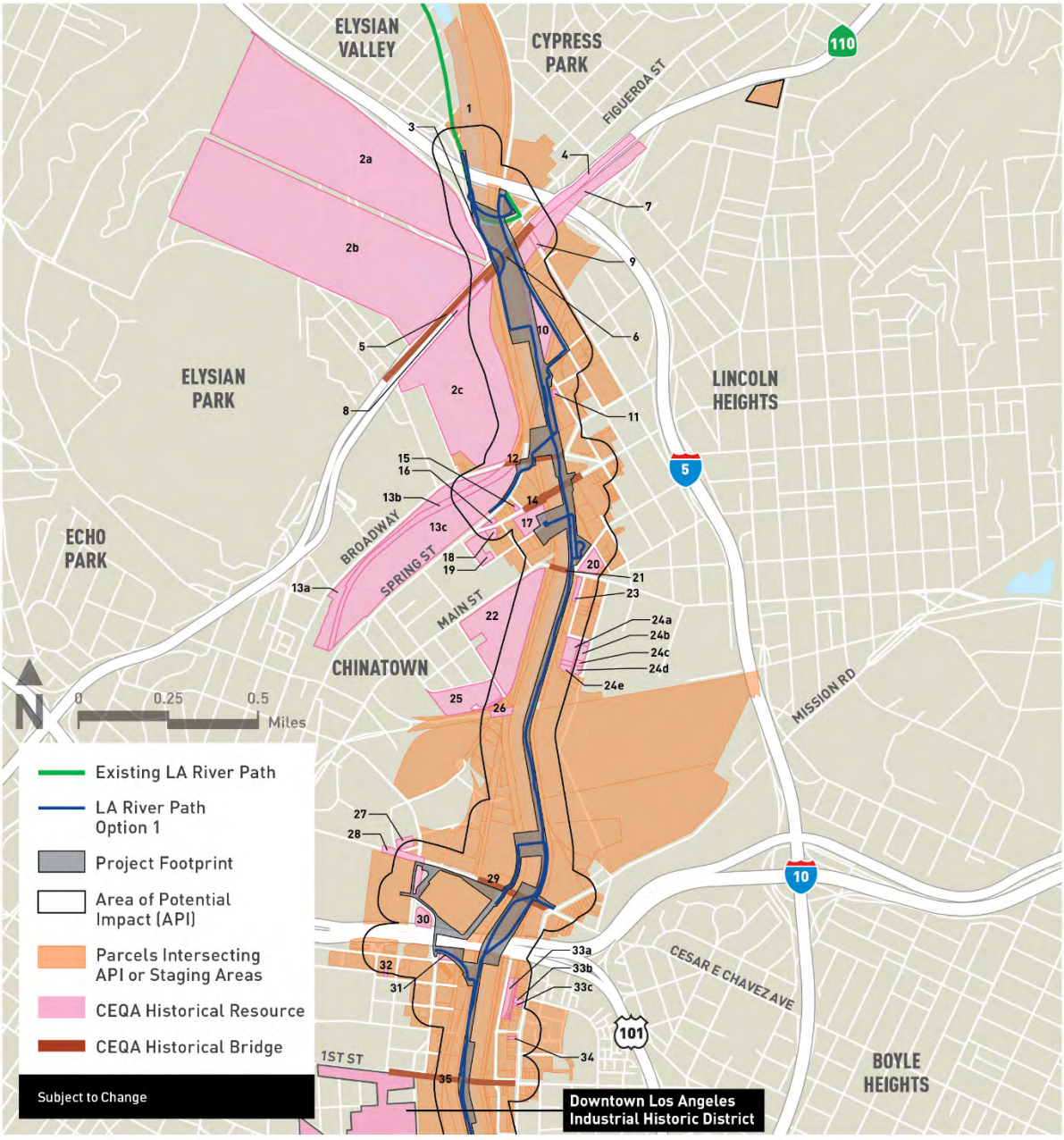

Figure 5-7. Option 1 with Historical Resources, Segment 2 of 3

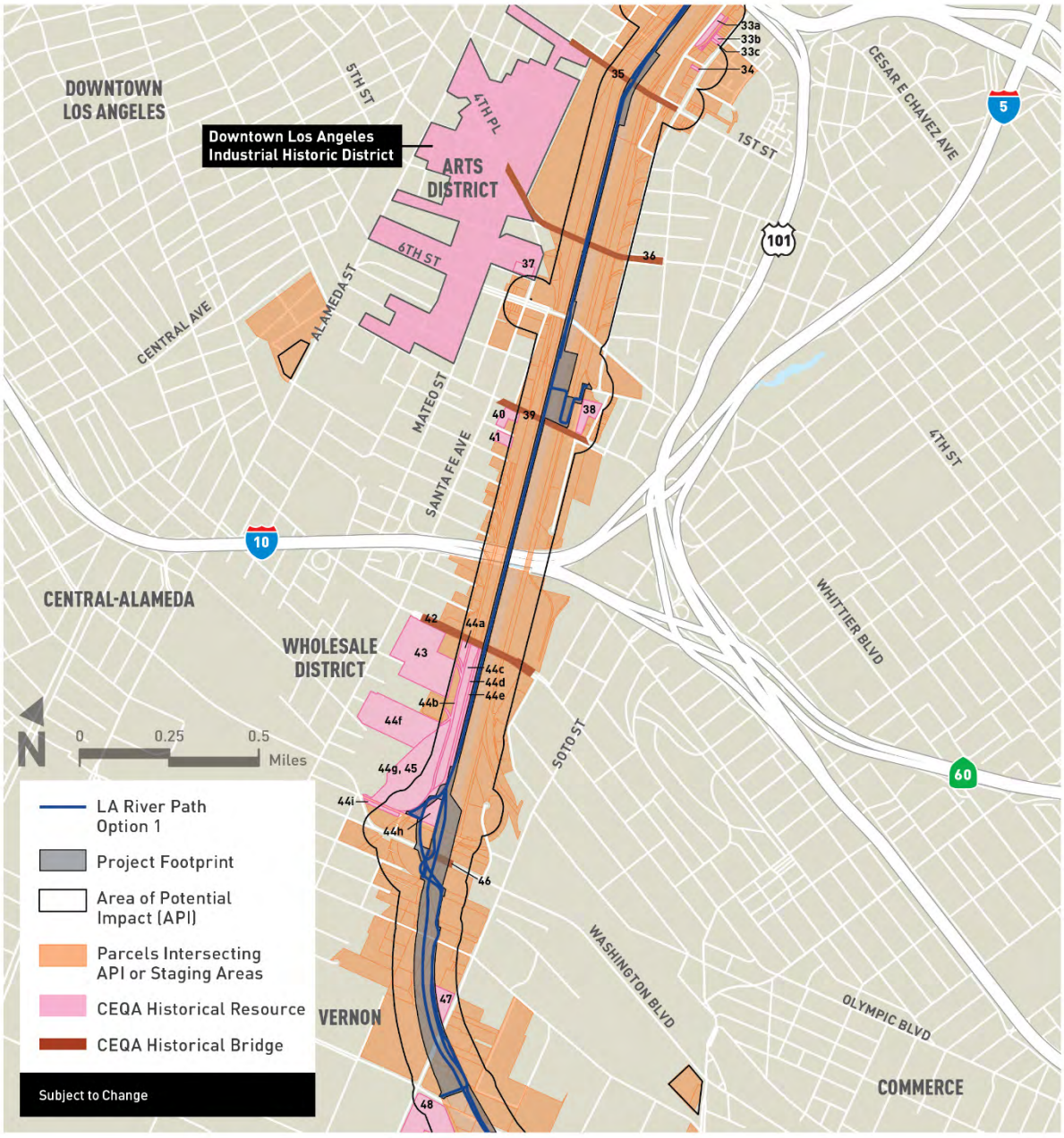

Figure 5-8. Option 1 with Historical Resources, Segment 3 of 3

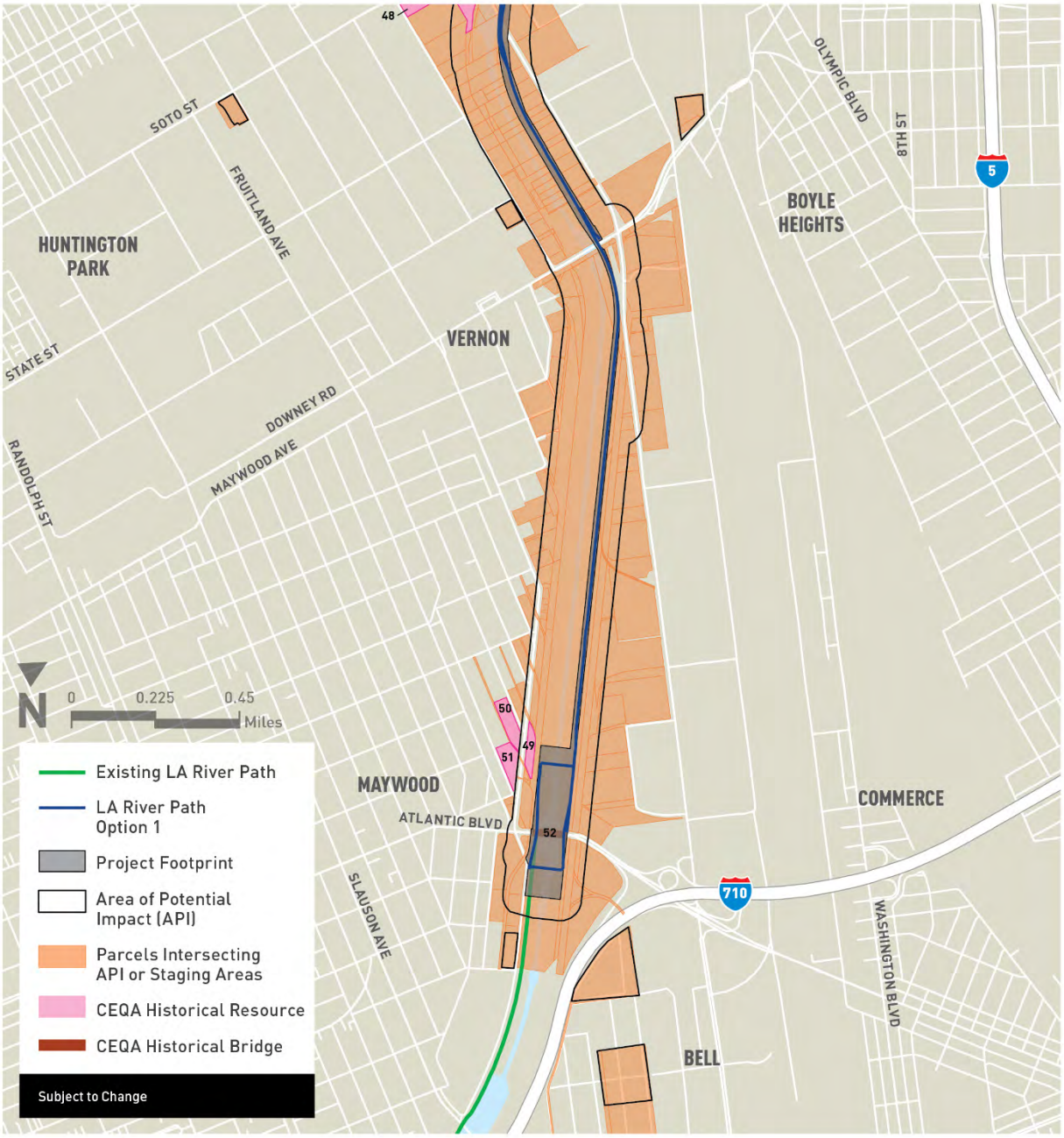

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-1	LA River Channel District	*Core Path:* Option 1 would construct an active transportation path along the approximately 8-mile stretch of the LA River comprising the Proposed Project area. Various components of this path alignment would be constructed within the LA River channel itself (from top-of-bank to top-of-bank), including the core path, river crossings, and connectors. Some aspects of the alignment would require alteration of portions of the Channel's concrete lining, including incised paths; cantilevered paths; supports for elevated paths, connectors, and river crossings; modification to bridge abutments; and new channel access routes. (Top-of-bank paths and clear-span river crossings would not alter the LA River channel lining.)	New construction on the historical resource property. Direct impact. New construction in the immediate setting. Impact is less than significant.
HR-2	Elysian Park, 929 Academy Rd, Los Angeles	*Core Path:* Path is elevated in-channel. Passes by the historical resource to the east. Separated from the historical resource by two freeway ramps.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path is in-channel on west bank along northern portion of Elysian Park. Path passes by the historical resource to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path is on the west bank with 24 feet of vertical clearance. Passes by the historical resource to the east. Separated from historical resource by two freeway ramps.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 3: Path is east of the channel along the northern portion of historical resource. Then passes under the SR-110 bridges along west side of Avenue 19 (between Avenue 19 and the railroad tracks), far east of the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-3	Riverside-Figueroa Bridge Remnants (“Riverside Ruins”)	*Core Path:* Path is elevated in-channel on the west bank. Passes by the historical resource to the east.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-4	Arroyo Seco Parkway (Pasadena Freeway)	*Core Path:* Path is elevated in-channel. Passes under the SR-110 bridges. Passes by the property far to the southwest. (Note: The Arroyo Seco Parkway is a separate resource from the SR-110 bridges, with the southern end at San Fernando Road.)	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation: Path runs along Avenue 19 and Figueroa Street. Passes by the property far to the southwest. (Note: The Arroyo Seco Parkway is a separate resource property from the SR-110 bridges, with the southern end at San Fernando Road.)	Path not in close proximity to the historical resource property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-5	SR-110 Bridge N (Bridge ID 4a)	*Core Path:* Path is elevated in the middle of the channel. Passes under the bridge.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path is elevated in-channel. Passes under the SR-110 bridges along the west side of Avenue 19 (between Avenue 19 and the railroad tracks).	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 3: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area partially underneath the SR-110 bridges.	Staging area underneath the bridge. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-6	SR-110 Bridge S (Bridge ID 4b)	*Core Path:* Path is elevated in the middle of the channel. Passes under the bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path is elevated in-channel. Passes under the SR-110 bridges along the west side of Avenue 19 (between Avenue 19 and the railroad tracks).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 3: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area partially underneath the SR-110 bridges.	Staging area underneath the bridge. Direct impact. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-7	Arroyo Seco Channel	*Core Path:* Path is elevated in the middle of the channel as it passes under SR-110 bridges. The path then veers west out of the channel to be elevated top-of-bank on west bank. Opposite side of the channel from HR-7, the path passes by to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Design Variation 1: Path is top-of-bank on the west bank with 24 feet of vertical clearance outside the channel. Opposite side of the channel from HR-7.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path passes over Arroyo Seco Channel on Avenue 19, east of the LA River channel. At-grade path on existing street/bridge.	Path in close proximity to the property. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area immediately adjacent to this channel.	Staging area adjacent to the property. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-8	Figueroa Street Tunnel No. 3	*Core Path:* Path is elevated in the middle of the channel. Passes by the property far to the east.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank outside the channel. Passes by the property to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path passes over Arroyo Seco Channel on Avenue 19. Opposite bank from the property. Passes by the property far to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-9	San Fernando Road/Arroyo Seco Channel Bridge	*Core Path:* Path is elevated in the middle of the channel. Passes by the historical resource far to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path is top-of-bank on the west bank outside the channel. Passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path passes over Arroyo Seco Channel on Avenue 19. Passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Construction Staging Area: Staging area immediately adjacent to this bridge.	Staging area adjacent to the bridge. No impact.
HR-10	Lincoln Heights Jail, 401 N Avenue 19, Los Angeles	*Core Path:* Path is on the west bank along the northern portion of the historical resource. At approximately the midpoint of the historical resource the path crosses the channel (river crossing) from west bank to east bank. Along the southern portion of the historical resource the path is elevated in-channel on the east bank. Separated from historical resource by the railroad tracks. Path passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path veers out of the channel to the west and follows Avenue 19 on the west side of the street, passing in front of the historical resource. Path is at-grade on existing street, consisting of striping, and possibly lighting.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path follows Avenue 19 on the west side of the street. At the northernmost tip of the historical resource property, path runs east of the railroad tracks (back of rail), along the western (rear) portion of the historical resource property, connecting to the Ed P. Reyes River Greenway south of the historical resource property. Path is at-grade for the full length of the historical resource property, consisting of paving, striping, and possibly lighting and fencing.	New construction on the historical resource property. Direct impact. New construction is on the rear of the historical resource property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Construction Staging Area: The historical resource property is a staging area.	Staging area on historical resource property. Direct impact. Impact is less than significant.
HR-11	Quonset hut, 147 N Avenue 18, Los Angeles	*Core Path:* Path is elevated in-channel on east bank. Separated from the historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Ed P. Reyes Greenway Access (west of railroad tracks): Path is elevated top-of-bank on the east bank, west of the railroad tracks (between channel and railroad tracks). Path then curves back to east bank of channel as elevated in-channel. Then links to connector to the Ed P. Reyes Greenway Access. Separated from the historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Ed P. Reyes Greenway Access (east of railroad tracks): Path is elevated top-of-bank east of channel, east of railroad tracks (back of rail). Passes by the historical resource to the west (rear).	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting, but to the rear of the historical resource. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-12	North Broadway Viaduct (Bridge ID 6)	*Core Path:* Path is elevated in-channel along east bank. Passes under the bridge via the easternmost of the three channel arches (arch is partially in-channel and spans railroad tracks east of the channel).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Los Angeles State Historic Park Access: North of the North Broadway Viaduct, path crosses channel (river crossing) from east bank to west bank and over the railroad tracks. Elevated path passes under bridge via the arch west of the channel (arch spanning railroad tracks). Then elevated path curves to west in front of a portion of the bridge, ramping down along Baker Street to connect to Los Angeles State Historic Park.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in immediate setting. Impact is less than significant.
HR-13	River Station Area (now Los Angeles State Historic Park), 1231–1251 N Spring St, Los Angeles	*Core Path:* Path runs along the east bank. Opposite bank from the historical resource.	Path not in close proximity to the historical resource. No Change to setting. No impact.
		Connector to Los Angeles State Historic Park Access: Path passes under the North Broadway Viaduct via the arch west of the channel (arch spanning railroad tracks). Then path curves to west in front of a portion of the bridge, ramping down west of Baker Street on the eastern edge of the historical resource property. Path lands on the eastern edge of the historical resource property south of Aurora St, connecting to Los Angeles State Historic Park. New construction at Los Angeles State Historic Park Access includes a shade structure, informational kiosk, seatwall, and gate.	New construction on the historical resource property. Direct impact. New construction is on an undeveloped portion of Los Angeles State Historic Park property which is now used as parking. The Los Angeles State Historic Park historical resource is effectively the "site of" the River Station, with no extant physical features other than its location and boundaries. Impact is less than significant.[a]
HR-14	North Spring Street Viaduct (Bridge ID 7)	*Core Path:* Path is elevated in-channel. Passes under the bridge via the eastern of the two channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Los Angeles State Historic Park Access: South of the North Broadway Viaduct, path curves to west in front of a portion of the bridge, ramping down west of Baker Street, landing on the eastern edge of the Los Angeles State Historic Park property south of Aurora St. Connector remains north of the Spring Street Bridge.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-15	Standard Oil Co. Sales Department Building; Woman's Building, 1727 N Spring St, Los Angeles	*Core Path:* Path is elevated in-channel on the east bank. Opposite side of channel from the historical resource. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-16	Raphael Junction Block Building, 1635–1637 N Spring St, Los Angeles	*Core Path:* Path is elevated in-channel on the east bank. Opposite side of channel from the historical resource. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-17	Standard Oil Company Office, Auto Repair and Machine Shop, 1716–1756 N Spring St/1715–1749 N Naud St, Los Angeles	*Core Path:* Path is elevated in-channel on the east bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is west of channel and ramps down on Naud St to a spiral ramp within the Naud St public ROW. Spiral ramp is located immediately adjacent to historical resource. However, ramp is in front of the surface parking lot portion of the historical resource property, not in front of the building.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-18	Paper Products Manufacturing Co., 1640–1646 N Spring St, Los Angeles	*Core Path:* Path is elevated in-channel on the east bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-19	California Steel and Cornice Co., 1600–1620 N Spring St/1611 Naud St, Los Angeles	*Core Path:* Path is elevated in-channel on the east bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-20	Richard Duardo Printmaking Studio, 1714–1736 N Albion St/325–339 Avenue 16/1735–1755 N Main St, Los Angeles	*Core Path:* Path is elevated top-of-bank on east side. Separated from historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Albion Park Access: Ramp curves around within the park property, across Albion Street from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-21	North Main Street Bridge (Bridge ID 8)	*Core Path:* Path is elevated top-of-bank on east side of channel. Passes over North Main Street Bridge toward the east end of the bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path passing over the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation: Path is elevated top-of-bank path along the western edge of Albion Park. Ramps down to grade as it approaches north side/east end of North Main Street Bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this bridge (LADWP parking lot).	Staging area adjacent to the bridge. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-22	LADWP, 1630 N Main St, Los Angeles	*Core Path:* Path is elevated on east side of channel. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: Staging area immediately adjacent to this historical resource (LADWP parking lot).	Staging area adjacent to the historical resource. No impact.
HR-23	1734 N Main St, Los Angeles	*Core Path:* Path is on east side top-of-bank. Separated from historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-24	San Antonio Winery, 725–749 S Lamar St/700–744 S Gibbons St, Los Angeles	*Core Path:* Path is on east side top-of-bank. Separated from historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-25	William Mead Homes (portion of), 1300 N Cardinal St, Los Angeles	*Core Path:* Path is on east side top-of-bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-26	Mission Tower, 1436 Alhambra Ave/337 E Cesar E Chavez Ave, Los Angeles	*Core Path:* Path is elevated top-of-bank on east bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: Staging area immediately adjacent to this bridge (LADWP parking lot).	Staging area adjacent to the bridge. No impact.
HR-27	Macy Street School, 900 N Avila St/505 E Clara St, Los Angeles	*Core Path:* Path is in-channel on the east bank. Opposite side of the channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Cesar E Chavez/Mission Access: Path is in-channel on the east bank. Opposite side of the channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-28	Cesar E Chavez Ave/Vignes St Street Lights	*Core Path:* Path is in-channel on the east bank. Opposite side of the channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Cesar E Chavez/Mission Access: Path is in-channel on the east bank. Opposite side of the channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is along Vignes St (west side) between Cesar E Chavez Ave and Ramirez St, and along Lyon St and Cesar E Chavez Ave.	Path in close proximity to historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-29	Cesar E Chavez Avenue Viaduct (Bridge ID 11)	*Core Path:* Path is elevated top-of-bank, then elevated in-channel. Then crosses the channel (river crossing) diagonally under the bridge via the main channel arch, from east bank to west bank.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. River crossing would be at a lower elevation than the Cesar E Chavez Avenue Viaduct in order to pass under its main channel arch. Impact is less than significant.
		Connector to Cesar E Chavez/Mission Access: Path veers off of core path to the east, runs south as an elevated top-of-bank path to the bridge. Then turns east, passing over railroad tracks, and runs as an elevated path parallel to the bridge along the east end on the north side, ramping down to connect to the northwest corner of Mission Road and Cesar E Chavez Avenue.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation 1: North of the bridge, path is top-of-bank on west bank, then becomes an elevated path over the railroad tracks, to be west of the railroad tracks (back of rail). Then passes under the bridge via a pier-and-girder section of the bridge outside the channel and west of the railroad tracks.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Split path passes through the bridge via two open spandrels on east side of main channel arch.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 3: Path runs parallel along the west end of the bridge on the south side.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Construction Staging Area: Staging area immediately adjacent to this bridge, east end of the bridge on the north side (parcel south of Piggyback Yard).	Staging area adjacent to the bridge. No impact.
HR-30	Denny's Restaurant, 530 Ramirez St, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is along the north/east side of Ramirez St. Separated from historical resource by the street.	Path in close proximity to historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-31	Kahn-Beck Co./Friedman Bag Co. Building, 801 E	*Core Path:* Path is elevated in-channel on west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
	Commercial St/600 Center St, Los Angeles	*Connector to Union Station Access:* Path turns west off of the core path as an elevated path over the railroad tracks, and curves through this property (801 E Commercial St).	This property was previously identified as appearing eligible for the NRHP, CRHR, and for local designation. However, this building is proposed for demolition by the LinkUS project.[b] This aspect of the Proposed Project under Option 1 *(Connector to Union Station Access)* is predicated upon the removal of this building by the LinkUS project prior to the construction of this Project. Presumably, when the LA River Path Project reaches construction, this historical resource would no longer be extant; thus, there would be no impact. However, if, at the time of this Project, the historical resource is extant, this aspect of the Proposed Project would not be constructed; thus, there would be no impact.
		Construction Staging Area: The historical resource property is part of a larger staging area (including parcels to the north and west).	This property was previously identified as appearing eligible for the NRHP, CRHR, and for local designation. However, this building is proposed for demolition by the LinkUS project. This aspect of the Proposed Project under Option 1 *(Staging Area)* is predicated upon the removal of this building by the LinkUS project prior to the construction of this Project. Presumably, when the LA River Path Project reaches construction, this historical resource would no longer be extant; thus, there would be no impact. However, if, at the time of this Project, the historical resource is extant, this aspect of the Proposed Project would not occur; thus there would be no impact.
HR-32	Thomas R. Barabee Store and Warehouse, 611–615 Ducommun St, Los Angeles	*Core Path:* Path is elevated in-channel on west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: Path turns west off of the core path as an elevated path over railroad tracks, and curves through the property at 801 E Commercial Street (northeast at Center Street).	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-33	Walker Foods, Inc./El Pato Salsas, 250 N Myers St/233–243 N Mission Rd, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: Path turns west off of the core path, crosses over the railroad tracks as an elevated path, and curves through the property at 801 E Commercial Street to land at northeast corner of Commercial and Center streets.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-34	Property at 161 N Mission Rd, Los Angeles	*Core Path:* Path is elevated in-channel on west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Connector to Union Station Access: Path turns west off of the core path and an elevated path over railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-35	First Street Viaduct (Bridge ID 14)	*Core Path:* Path is elevated in-channel on the west bank. Passes under the bridge via the western of the two channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to First St West Access North and South: Dual elevated top-of-bank ramps on the west bank, connecting to the north and south sides of the First Street Viaduct, east of the westernmost monumental pylons. North ramp connects immediately to the east of the westernmost monumental pylon on the north side. South ramp connects further east of the westernmost monumental pylon on the south side. Removal of segments of railing toward the western end of the bridge, north and south sides for connectors.	Physical connection to the bridge. Direct impact. Alteration of a character-defining feature. Removal of some historic fabric. New construction in the immediate setting. Path connecting directly to the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
HR-36	Fourth Street Viaduct (Bridge ID 15)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the westernmost edge of the main channel arch. May require modification to bridge abutment.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
		Design Variation: Path passes through the bridge via an open spandrel on the west side of the main channel arch. May require modification to bridge abutment.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
HR-37	Property at 1345 E Willow St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource property. No change to setting. (This property is a contributor to the Los Angeles Industrial Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-38	Los Angeles Furniture Mart Building, 2155 E Seventh St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Sixth Street Viaduct Access: South of the Sixth Street Viaduct, path turns off of the core path and runs north on the west bank, parallel to the core path, as an elevated in-channel path to connect to the Sixth Street Viaduct/PARC.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path turns east off of the core path to cross the channel (river crossing) from west bank to east bank, then runs south at top-of-bank on east bank toward the Seventh Street Viaduct. Then runs east as an elevated path over railroad tracks, then north on east side of railroad tracks to land at Jesse Street. Separated from the historical resource by a surface parking area.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting, but to the side (west) of the historical resource. Impact is less than significant.
HR-39	Seventh Street Viaduct (Bridge ID 17)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the western of the three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation: Path turns east off of the core path to cross the channel (river crossing) from west bank to east bank, then runs south at top-of-bank on east bank toward the bridge. Then runs east as an elevated path over the railroad tracks, then north on east side of the railroad tracks to land at Jesse St.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-40	Property at 2121 E Seventh Pl, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-41	Property at 2140 E Seventh Pl, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-42	Olympic Boulevard Viaduct (Bridge ID 19)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the western of the three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-43	WM (Waste Management) Downtown Diversion, 2416–2424 E Olympic Bl, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-44	AT&SF Railway Redondo Junction/Butte Street Yard (portion of), 2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank, then becomes elevated top-of-bank, running adjacent to the historical resource property to the east.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 1: Along northern portion of the historical resource, path is elevated in-channel on the west bank, running adjacent to the historical resource property. Along southern portion of the historical resource, path veers onto the historical resource property at-grade, passes under the Redondo Junction Grade Separation (flyover rail bridge). Then becomes a triangular spiral ramp on the historical resource property, ramping up to shadow the flyover rail bridge on the outside (west), continuing over the channel from west to east.	New construction on the historical resource property. Direct impact. Path runs along the eastern edge of the property. New construction is on an undeveloped portion of the property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 2: Along northern portion of historical resource property, path is elevated in-channel, running adjacent to the historical resource property. At about midpoint along the historical resource property, path veers west for a short segment, then becomes an elevated in-channel path.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-45	AT&SF Railway Steam Locomotive No. 3751, 2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	*Core Path:* Along northern portion of the historical resource property, path is elevated in-channel on the west bank, running adjacent to the historical resource property. Along southern portion of the historical resource property, path becomes elevated top-of-bank and veers onto the historical resource property, continuing south on the eastern edge of the historical resource property.	This historical resource is a mobile object which is sometimes housed on this property. The path would not touch the historical resource (if present). Path may be in close proximity to the historical resource. No impact.
HR-46	Washington Boulevard Bridge (Bridge ID 21)	*Core Path:* Path is elevated in-channel on west bank, then veers into the channel as an elevated in-channel path. Then path passes over the Washington Boulevard Bridge to the east of the western monumental pylons. Then path veers west onto the property west of the channel (south of Washington Boulevard) to pass under the Redondo Junction Grade Separation (flyover rail bridge) as an elevated top-of-bank path.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path passing over the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Connector to Washington Blvd Access: South of flyover rail bridge, path is elevated top-of-bank on the west side of the channel, running south, then makes a U-turn to run north, and ramps down to connect at-grade to Washington Boulevard on the south side (back of sidewalk), immediately adjacent to the west end of the bridge (just west of the south monumental pylon).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Design Variation 1: New signalize at-grade crossing across Washington Boulevard, just west of the west end of the Washington Boulevard Bridge (west of the western monumental pylons). New crossing consists of striping, new full signal, and possibly lighting.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path is elevated in-channel. Passes under the bridge via the center west pier-and-girder channel section of the bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 3: Path ramps up to shadow the flyover rail bridge on the outside (west), over Washington Boulevard, continuing over the channel from west to east.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this bridge to the west (parcels on the north and south sides of Washington Boulevard).	Staging area adjacent to the bridge. No impact.
HR-47	Hoffy/Bill Bailey's 2731 S Soto St, Vernon	*Core Path:* Path is elevated top-of-bank east of channel, on the western (rear) edge of the historical resource property.	New construction on the historical resource property. Direct impact. Path runs along the western (rear) edge of this property. New construction is on an undeveloped portion of the property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 1: North of historical resource property, path veers from top-of-bank to elevated in-channel.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. No impact.
		Design Variation 2: Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-48	Farmer John, 3049 E Vernon Avenue, Vernon	*Core Path:* Path is elevated top-of-bank on the east bank, then incised in-channel on the east bank. Opposite side of the channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Bandini-Soto Triangle Access: Path turns southwest off of the core path on east bank, then crosses the channel (river crossing) from east bank to west bank to connect to the Bandini-Soto Triangle. Separated from the historical resource by Bandini Boulevard.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: In-channel alignment under existing bridges. Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
HR-49	Property at 5015 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is incised on the east bank. Then along the southern portion of the historical resource, the path crosses the channel (river crossing) from east bank to west bank. Then becomes incised in-channel path on the west bank. Separated from the historical resource by railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Core Path East: Southern terminus at the Atlantic Boulevard East End Point. Path is incised on the east bank. Then becomes elevated top-of-bank path on east bank to connect to the Atlantic Boulevard Bridge. Opposite side of the channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-50	Property at 5000 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is incised on the east bank. Then path crosses the channel (river crossing) from east bank to west bank. Then becomes incised in-channel path on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Core Path East: Southern terminus at the Atlantic Boulevard East End Point. Path is incised on the east bank. Then becomes elevated top-of-bank path on east bank to connect to the Atlantic Boulevard Bridge.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-51	Property at 5100 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is incised on the east bank. Then path crosses the channel (river crossing) from east bank to west bank. Then becomes incised in-channel path on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Core Path East: Southern terminus at the Atlantic Boulevard East End Point. Path is incised on the east bank. Then becomes elevated top-of-bank path on east bank to connect to the Atlantic Boulevard Bridge.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-52	Atlantic Boulevard Bridge (Bridge ID 30)	*Core Path West:* Atlantic Boulevard West End Point. North of the bridge, path is elevated top-of-bank on east bank, and crosses channel (river crossing) from east bank to west bank. Then becomes incised in-channel on the west bank. Passes under the bridge via the westernmost pier-and-girder section of the bridge. May require modification to bridge abutment. Path then continues south as an incised in-channel path on the west bank, then veers west to connect to the existing LA River Bicycle Path at the Atlantic Boulevard West End Point.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Core Path East: Atlantic Boulevard East End Point. Path is elevated top-of-bank on east bank, then ramps down to grade, terminating at the east end of the Atlantic Boulevard Bridge on the north side. Removal of a segment of railing at the east end of the bridge, north side, for connector.	Physical connection to the bridge. Direct impact. Alteration of a character-defining feature. Removal of some historic fabric. New construction in the immediate setting. Path connecting directly to the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation: Path veers off Atlantic Boulevard East Point path into channel. Passes under Atlantic Boulevard Bridge via the easternmost pier-and-girder section of the bridge. May require modification to bridge abutment. Path then continues south on the east bank, the turns west to cross channel (river crossing) from east bank to west bank to connect to the existing LA River Bicycle Path at the Atlantic Boulevard West End Point.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
N/A	Downtown Los Angeles Industrial Historic District	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historic district. No impact to the property at 1345 Willow St, which is the only contributor to the historic district that is within the API. No change to setting of the historic district. No impact to the historic district.
N/A	Arroyo Seco Parkway Historic District	*Core Path:* As the path passes through the boundaries of the historic district, it is elevated in the middle of the channel, then veers west out of the channel to be elevated top-of-bank on west bank. Path passes under the SR-110 bridges.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Design Variation 1: Path is elevated in-channel and passes under the SR-110 bridges. Then passes over the Arroyo Seco Channel along the west side of Avenue 19 (between Avenue 19 and the railroad tracks), east of the LA River channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path passes over the Arroyo Seco Channel. Path in close proximity to the historical resource. New construction in the immediate setting. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway) or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Design Variation 2: Path is elevated top-of-bank on the west bank. Passes under SR-110 bridges on the west bank outside the channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.

Table 5-3. Option 1 Impact Analysis by Historical Resource

Listed North to South

HR	Resource	Project Details	Potential Impacts
		Design Variation 3: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Construction Staging Area: Staging area partially underneath the SR-110 bridges. Immediately adjacent to the Arroyo Seco Channel.	Staging area within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Staging area underneath the SR-110 Bridge N and SR-110 Bridge S. Staging area adjacent to the Arroyo Seco Channel. Staging areas not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway) or Figueroa Street Tunnel No. 3. Use of these staging areas would be temporary and would not include any permanent new construction. Impact to the historic district is less than significant.

[a] The exposed segment of the Zanja Madre is within the boundary of the River Station LA-HCM, but is located outside the Proposed Project API.

[b] The *Link Union Station Cultural Resources Impact Assessment Report* (June 2019) identified the demolition of this building as significant impact which, despite mitigation, "would remain significant and unavoidable" (Metro 2019).

5.3.2.1 Summary of Potentially Significant Impacts

According to the impact analysis presented in Table 5-3, without the incorporation of appropriate mitigation measures, there is the potential for significant impacts to one or more historical resources as defined by CEQA during construction of Option 1. Potentially significant impacts to historical resources under Option 1 include:

- Path passing over a historic bridge
- Ramp(s) connecting to a historic bridge
- Ramp(s) running parallel to a portion of a historic bridge
- Construction activities

Table 5-4 summarizes potentially significant impacts of Option 1 by historical resource, listed from north to south. Mitigation measures are proposed in Chapter 6 to reduce impacts to historical resources wherever possible.

Table 5-4. Option 1 Summary of Potentially Significant Impacts

Listed North to South

HR	Resource	Potentially Significant Impact	Mitigation
HR-21	North Main Street Bridge (Bridge ID 8)	*Core Path:* Path passing over the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-29	Cesar E Chavez Avenue Viaduct (Bridge ID 11)	*Connector to Cesar E Chavez/Mission Access:* Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
		Design Variation 3: Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-35	First Street Viaduct (Bridge ID 14)	*Connector to First Street West Access North and South:* Path connecting directly to the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-46	Washington Boulevard Bridge (Bridge ID 21)	*Core Path:* Path passing over the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-52	Atlantic Boulevard Bridge (Bridge ID 30)	*Core Path East:* Path connecting directly to the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.

5.3.3 Option 2

Impact CUL-1: Cause a substantial adverse change in the significance of a built-environment historical resource as defined in Section 15064.5?

Less than significant with mitigation incorporated. The following analysis identifies the potential for impacts to historical resources during construction of the Proposed Project's Option 2. This section presents a series of maps—including a key map and three segment maps—illustrating the alignment for Option 2 with all identified historical resources within the Proposed Project API (Figures 5-9 through 5-12). Following these maps is a table that identifies potential impacts of Option 2 by historical resource, listed from north to south (Table 5-5).

Option 2 details are separated into various types: core path, connector to access point, design variation, construction staging area, and construction activities. For each built-environment historical resource, the impact analysis always includes the core path. Connectors to access points and design variations are analyzed only when they occur in proximity to an identified built-environment historical resource. Where there is more than one design variation in proximity to a historical resource, these design variations are numbered sequentially; this numbering convention has been developed for purposes of this report only. Construction staging areas are analyzed where they are proposed on or immediately adjacent to a historical resource property. Construction activities are analyzed where new construction would occur on or within close proximity to a historical resource property, including the LA River channel itself, as well as all historic LA River bridges.

Figure 5-9. Option 2 with Historical Resources, Key Map

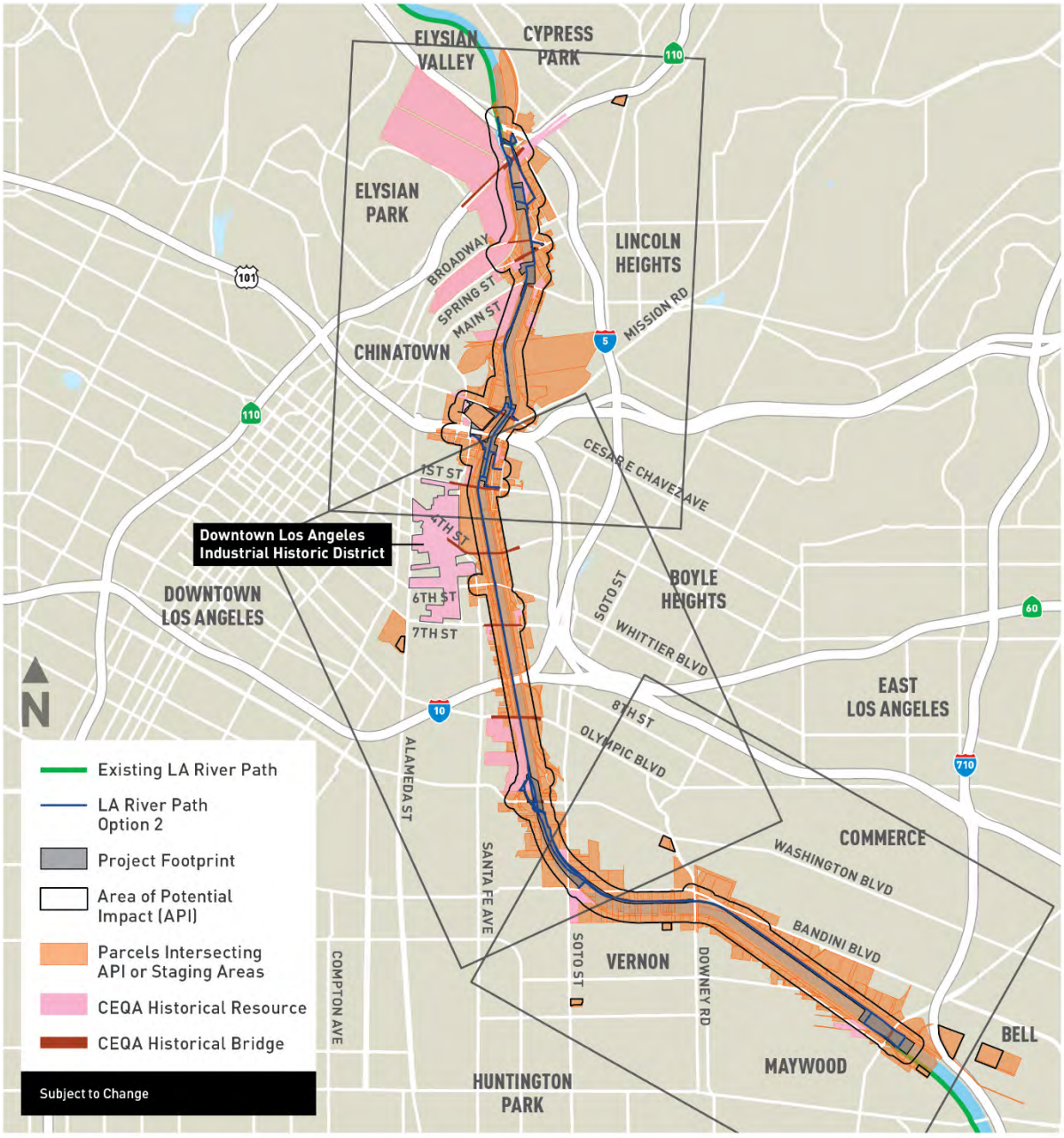

Figure 5-10. Option 2 with Historical Resources, Segment 1 of 3

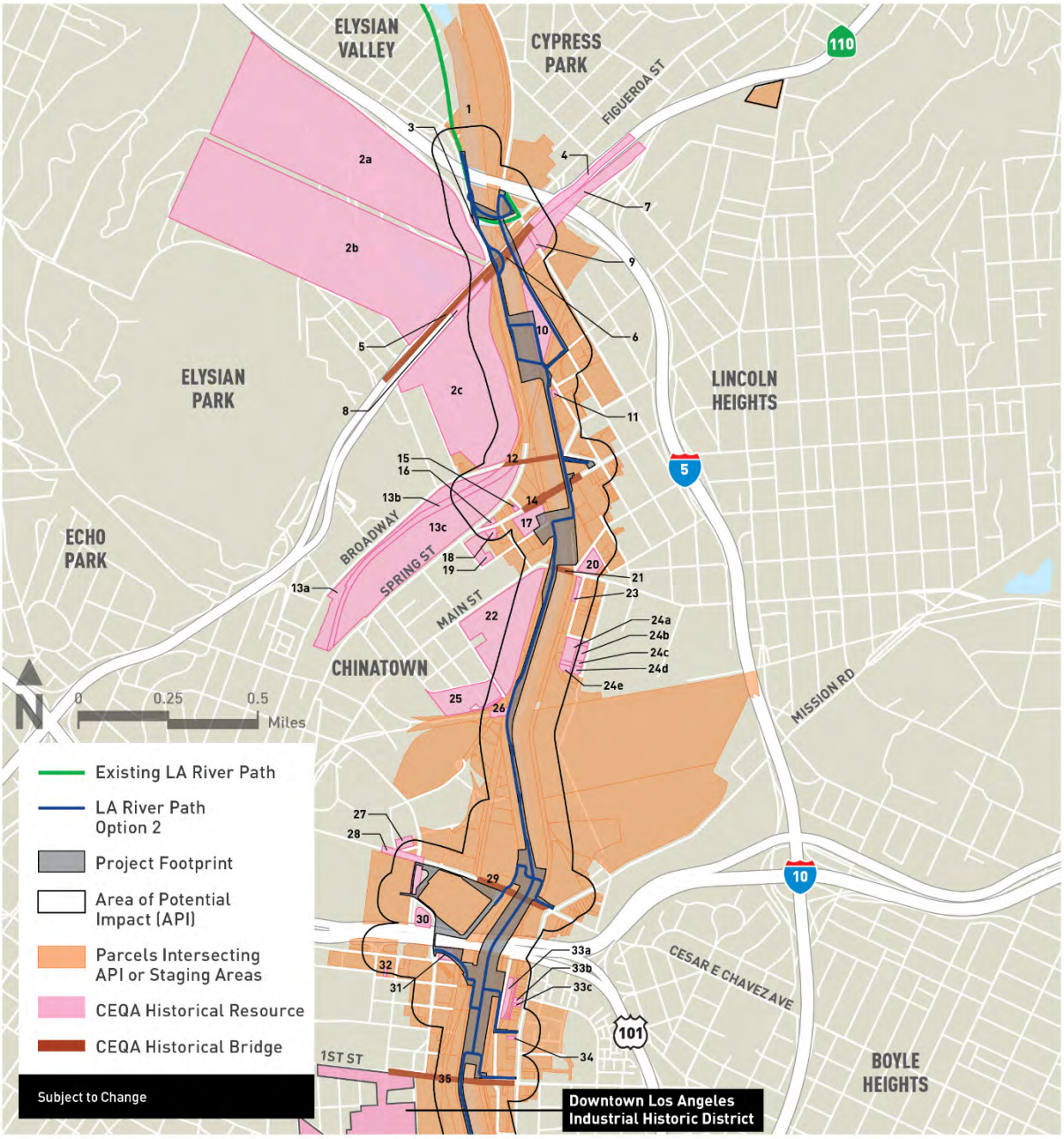

Figure 5-11. Option 2 with Historical Resources, Segment 2 of 3

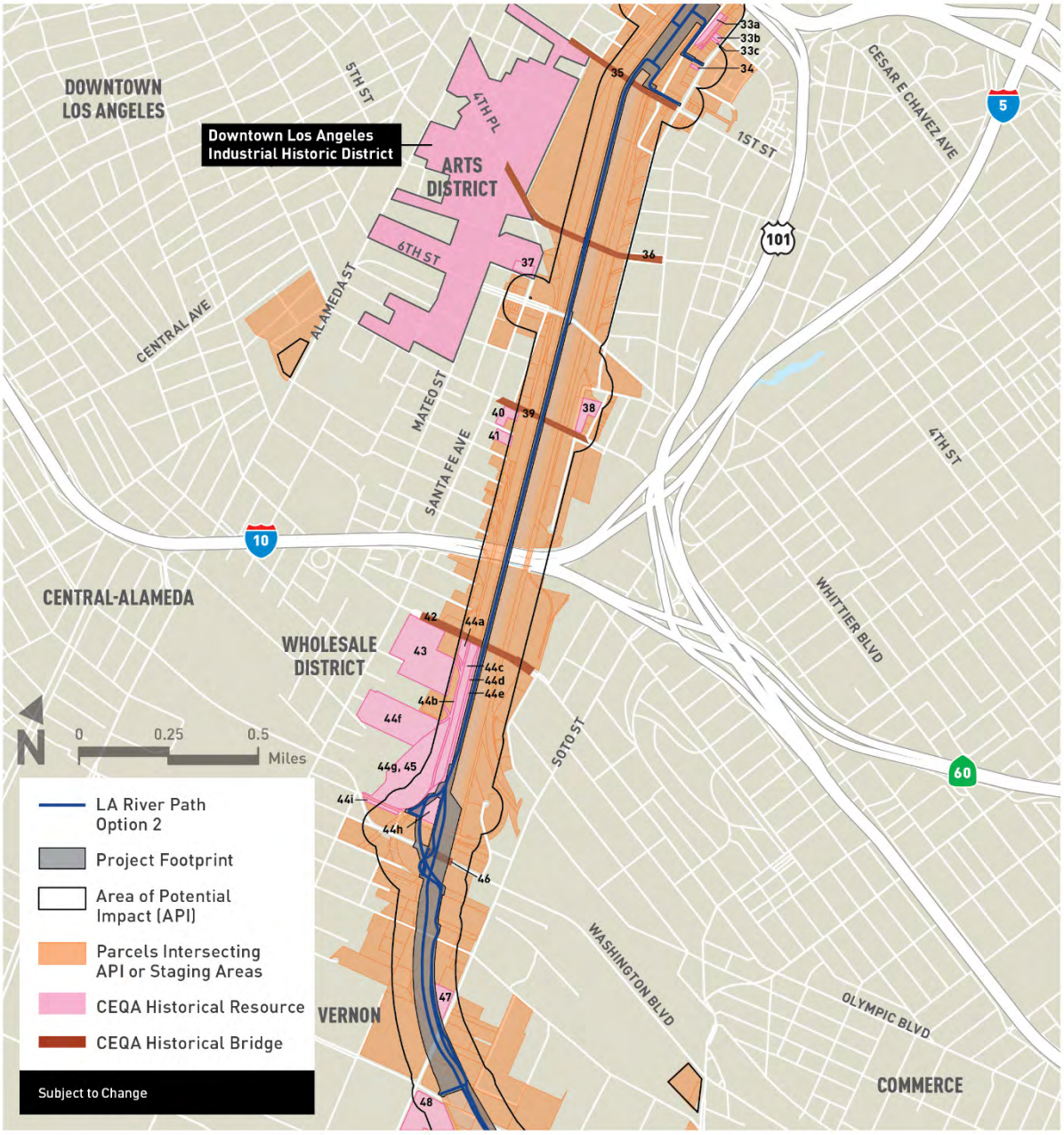

Figure 5-12. Option 2 with Historical Resources, Segment 3 of 3

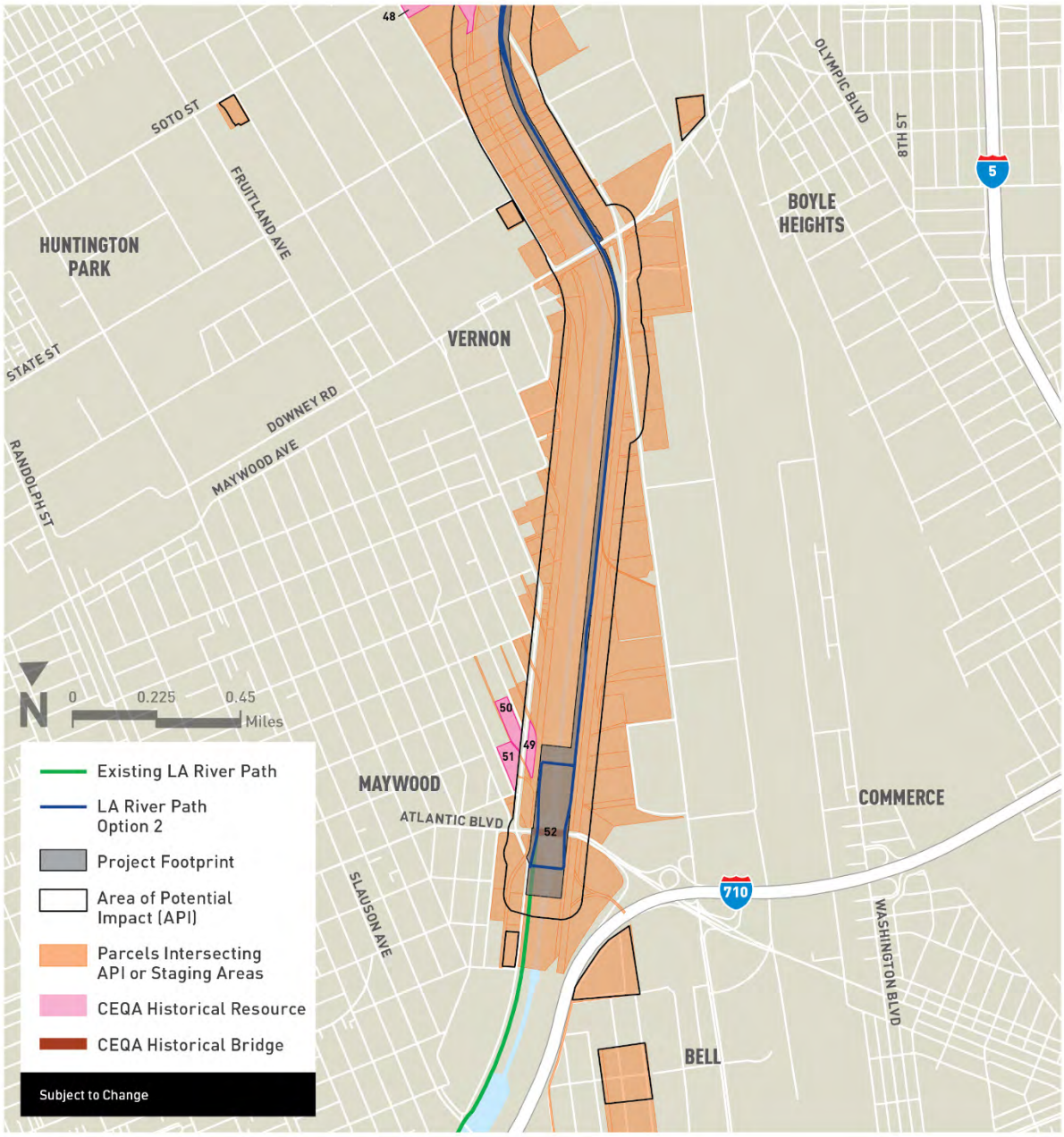

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-1	LA River Channel District	*Core Path:* Option 2 would construct an active transportation path along the approximately 8-mile stretch of the LA River comprising the Proposed Project area. Various components of this path alignment would be constructed within the LA River channel itself (from top-of-bank to top-of-bank), including the core path, river crossings, and connectors. Some aspects of the alignment would require alteration of portions of the Channel's concrete lining, including incised paths; cantilevered paths; supports for elevated paths, connectors, and river crossings; modification to bridge abutments; and new channel access routes. (Top-of-bank paths and clear-span river crossings would not alter the LA River channel lining.)	New construction on the historical resource property. Direct impact. New construction in the immediate setting. Impact is less than significant.
HR-2	Elysian Park, 929 Academy Rd, Los Angeles	*Core Path:* Path is elevated in-channel. Passes by the historical resource to the east. Separated from the historical resource by two freeway ramps.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path is in-channel on west bank along northern portion of Elysian Park. Path passes by the historical resource to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path is on the west bank with 24 feet of vertical clearance. Passes by the historical resource to the east. Separated from the historical resource by two freeway ramps.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 3: Path is along the channel along the northern portion of Elysian Park. Then passes under the bridges along west side of Avenue 19 (between Avenue 19 and the railroad tracks), far east of the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 4: Path is top-of-bank on the west bank along the southern portion of Elysian Park. Separated from the historical resource by the railroad tracks and Metro property. Path crosses the channel from west bank to east bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-3	Riverside-Figueroa Bridge Remnants (“Riverside Ruins”)	*Core Path:* Path is elevated in-channel on the west bank. Passes by the historical resource to the east.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-4	Arroyo Seco Parkway (Pasadena Freeway)	*Core Path:* Path is elevated in-channel. Passes under the SR-110 bridges. Passes by the property far to the southwest. (Note: The Arroyo Seco Parkway is a separate historical resource from the SR-110 bridges, with the southern end at San Fernando Road.)	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
		Design Variation: Path runs along Avenue 19 and Figueroa Street. Passes by the historical resource property far to the southwest. (Note: The Arroyo Seco Parkway is a separate historical resource from the SR-110 bridges, with the southern end at San Fernando Road.)	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-5	SR-110 Bridge N (Bridge ID 4a)	*Core Path:* Path is elevated in the middle of the channel. Passes under the bridge.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path is elevated in-channel. Passes under the SR-110 bridges along the west side of Avenue 19 (between Avenue 19 and the railroad tracks).	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 3: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area partially underneath the SR-110 bridges.	Staging area underneath the bridge. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-6	SR-110 Bridge S (Bridge ID 4b)	*Core Path:* Path is elevated in the middle of the channel. Passes under the bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path is elevated in-channel. Passes under the SR-110 bridges along the west side of Avenue 19 (between Avenue 19 and the railroad tracks).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 3: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area partially underneath the SR-110 bridges.	Staging area underneath the bridge. Direct impact. Impact is less than significant. (This property is also a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-7	Arroyo Seco Channel	*Core Path:* Path is elevated in the middle of the channel as it passes under SR-110 bridges. Then path veers west out of the channel to be elevated top-of-bank on west bank. Opposite side of the channel from the historical resource. Passes by the property to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is top-of-bank on the west bank outside the channel. Opposite side of the channel from the property.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path passes over Arroyo Seco Channel on Avenue 19, east of the LA River channel. At-grade path on existing street/bridge.	Path in close proximity to the property. New construction in the immediate setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Construction Staging Area: Staging area immediately adjacent to this channel.	Staging area adjacent to the property. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
HR-8	Figueroa Street Tunnel No. 3	*Core Path:* Path is elevated in the middle of the channel. Passes by the property far to the east.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 1: Path is elevated top-of-bank on the west bank outside the channel. Passes by the property to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)
		Design Variation 2: Path passes over Arroyo Seco Channel on Avenue 19. Opposite bank from the property. Passes by the historical resource far to the west.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Arroyo Seco Parkway Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-9	San Fernando Road/Arroyo Seco Channel Bridge	*Core Path:* Path is elevated in the middle of the channel. Passes by the historical resource far to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path is top-of-bank on the west bank outside the channel. Passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path passes over Arroyo Seco Channel on Avenue 19. Passes by the historical resource to the west.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Construction Staging Area: Staging area immediately adjacent to this bridge.	Staging area adjacent to the historical resource. No impact.
HR-10	Lincoln Heights Jail, 401 N Avenue 19, Los Angeles	*Core Path:* Path is on the west bank along the northern portion of the historical resource. At approximately the midpoint of the historical resource the path crosses the channel (river crossing) from west bank to east bank. At the southern portion of the historical resource the path is elevated top-of-bank outside the channel and east of the railroad tracks (back of rail), on the western (rear) portion of the historical resource property. Path is elevated for most of the segment on historical resource property. At southernmost tip of the historical resource property path becomes top-of-bank.	New construction on the historical resource property. Direct impact. New construction is on the rear of the historical resource property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 1: Path veers out of the channel to the west and follows Avenue 19 on the west side of the street, passing in front of the historical resource property. Path is at-grade on existing street, consisting of striping, and possibly lighting.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path is on the west bank along most of the historical resource property. At southernmost tip of the historical resource property the path crosses the channel (river crossing) from west bank to east bank. Path becomes top-of-bank outside the channel and east of the railroad tracks (back of rail), on the western (rear) portion of the historical resource property (southernmost tip only).	New construction on the historical resource property. Direct impact. New construction is on the rear of the historical resource property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Construction Staging Area: The historical resource property is a staging area.	Staging area on historical resource property. Direct impact. Impact is less than significant.
HR-11	Quonset hut, 147 N Avenue 18, Los Angeles	*Core Path:* Path is top-of-bank east of the channel, east of the railroad tracks (back of rail). Path passes by the historical resource to the west (rear).	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting, but to the rear of the historical resource. No impact.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-12	North Broadway Viaduct (Bridge ID 6)	*Core Path:* Path is top-of-bank on the east side of the channel, east of the railroad tracks. Passes under the bridge via the easternmost of the three channel arches (arch is partially in-channel and spans the railroad tracks east of the channel).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Broadway/Spring Access: Access point on at-grade core path (no connector or ramp) providing access to the Broadway/Spring Access and Albion Park.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Connector turns east, east of the bridge, to connect to Broadway/Spring Access.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in immediate setting. Impact is less than significant.
HR-13	River Station Area (now Los Angeles State Historic Park), 1231–1251 N Spring St, Los Angeles	*Core Path:* Path is top-of-bank on the east bank of the channel. Opposite bank from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-14	North Spring Street Viaduct (Bridge ID 7)	*Core Path:* Path is elevated top-of-bank on east bank. Passes under bridge via a pier-and-girder section of the bridge outside the channel and east of the railroad tracks.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Broadway/Spring Access: Access point on at-grade core path (no connector or ramp) providing access to the Broadway/Spring Access and Albion Park.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Albion Park Access: Path is elevated top-of-bank east of the railroad tracks along the western edge of the Albion Park. At the midpoint of the park, there is an access point along the core path. Then the elevated path turns west to cross over the railroad tracks and channel (river crossing) from east bank to west bank.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-15	Standard Oil Co. Sales Department Building; Woman's Building, 1727 N Spring St, Los Angeles	*Core Path:* Path is east of the channel. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-16	Raphael Junction Block Building, 1635–1637 N Spring St, Los Angeles	*Core Path:* Path is east of the channel. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-17	Standard Oil Company Office, Auto Repair and Machine Shop, 1716–1756 N Spring St/1715–1749 N Naud St, Los Angeles	*Core Path:* Along northern portion of historical resource, path is in-channel on east bank, on the opposite side from the historical resource. Along southern portion of historical resource, path crosses the channel and railroad tracks (river crossing) from east bank to west bank near the southeast corner of the historical resource. Then continues south on west bank. Separated from historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is west of channel and ramps down on Naud Street to a spiral ramp within the Naud Street public ROW. Spiral ramp is located immediately adjacent to historical resource. However, ramp is in front of the surface parking lot portion of the historical resource property, not in front of the building.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-18	Paper Products Manufacturing Co., 1640–1646 N Spring St, Los Angeles	*Core Path:* Path is east of the channel. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-19	California Steel and Cornice Co., 1600–1620 N Spring St/1611 Naud St, Los Angeles	*Core Path:* Path is east of the channel. Passes under the North Spring Street Viaduct.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-20	Richard Duardo Printmaking Studio, 1714–1736 N Albion St/325–339 Avenue 16/1735–1755 N Main St, Los Angeles	*Core Path:* Path is elevated in-channel on west bank. Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-21	North Main Street Bridge (Bridge ID 8)	*Core Path:* Path is elevated in-channel on west side of channel. Passes over the bridge via the westernmost of three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path passing over the bridge is a potentially significant impact. Chapter 6, *Mitigation Measures*.
		Design Variation 1: North of North Main Street Bridge, path crosses the channel (river crossing) from each bank to west bank.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path passes over the North Main Street Bridge toward the west end of the bridge (east of the westernmost bridge light standards).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
			passing over the bridge is a potentially significant impact. Chapter 6, *Mitigation Measures*.
		Construction Staging Area: Staging area immediately adjacent to this bridge (LADWP parking lot).	Staging area adjacent to the bridge. No impact.
HR-22	LADWP, Main Street Yard, 1630 N Main St, Los Angeles	*Core Path:* Along the majority of historical resource, path is elevated in-channel. Along the southernmost portion of the historical resource, the path is elevated and veers west into the LADWP parking lot.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation: Path is top-of-bank along west side of channel, eastern edge of LADWP parking lot. At northern end of the historical resource, path veers onto the LADWP parking lot for a segment.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this historical resource (LADWP parking lot).	Staging area adjacent to the historical resource. No impact.
HR-23	1734 N Main St, Los Angeles	*Core Path:* Path is west of the channel (in LADWP parking lot). Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-24	San Antonio Winery, 725–749 S Lamar St/700–744 S Gibbons St, Los Angeles	*Core Path:* Path is west of the channel (in LADWP parking lot). Opposite side of channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-25	William Mead Homes (portion of), 1300 N Cardinal St, Los Angeles	*Core Path:* Path is west side of channel top-of-bank. Separated from historical resource by the street and the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-26	Mission Tower, 1436 Alhambra Ave/337 E Cesar E Chavez Ave, Los Angeles	*Core Path:* Path is elevated outside the channel to the west. Passes between the west end of the Metrolink Mission Junction Railroad Bridge North and Mission Tower.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this bridge (LADWP parking lot).	Staging area adjacent to the bridge. No impact.
HR-27	Macy Street School, 900 N Avila St/505 E Clara St, Los Angeles	*Core Path:* Path is on the west bank, then veers as an elevated path into the middle of the channel. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Cesar E Chavez/Mission Access: Path veers off of the core path in the middle of the channel to the east to the access point.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
		Opposite side of the channel from the historical resource. Passes by the historical resource far to the east.	
HR-28	Cesar E Chavez Ave/Vignes St Street Lights	*Core Path:* Path is in-channel on the west bank, then veers as an elevated path into the middle of the channel. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Cesar E Chavez/Mission Access: Path veers off core path in the middle of the channel to the east to the access point. Opposite side of the channel from the historical resource. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is along Vignes Street (west side) between Cesar E Chavez Avenue and Ramirez Street, and along Lyon Street and Cesar E Chavez Avenue.	Path in close proximity to historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-29	Cesar E Chavez Avenue Viaduct (Bridge ID 11)	*Core Path:* Path is elevated in-channel in middle of the channel. Passes under the bridge via the main channel arch.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to Cesar E Chavez/Mission Access: Path veers off of the core path to the east, runs south as an elevated top-of-bank path to the bridge. Then turns east, passing over the railroad tracks, and runs as an elevated path parallel to the bridge along the east end on the north side, ramping down to connect to the northwest corner of Mission Road and Cesar E Chavez Avenue.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation 1: North of the bridge, path is top-of-bank on west bank, then becomes an elevated path over the railroad tracks, to be west of the railroad tracks (back of rail). Then passes under the bridge via a pier-and-girder section of the bridge outside the channel and west of the railroad tracks.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: North of the bridge, path turns west off of the core path in the middle of the channel, then becomes an elevated path over the railroad tracks, to be west of the railroad tracks (back of rail).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 3: Path runs parallel along the west end of the bridge on the south side.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
		Construction Staging Area: Staging area immediately adjacent to this bridge, east end of the bridge on the north side (parcel south of Piggyback Yard).	Staging area adjacent to the bridge. No impact.
HR-30	Denny's Restaurant, 530 Ramirez St, Los Angeles	*Core Path:* Path is elevated in the middle of the channel. Passes by the historical resource far to the east.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is along the north/east side of Ramirez St. Separated from the historical resource by the street.	Path in close proximity to historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-31	Kahn-Beck Co./Friedman Bag Co. Building, 801 E Commercial St/600 Center St, Los Angeles	*Core Path:* Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: South of the US-101, path turns west off of the core path, then runs north as an elevated top-of-bank path west of the channel, turns west as an elevated path over the railroad tracks, and curves through this property (801 E Commercial Street).	This property was previously identified as appearing eligible for the NRHP, CRHR, and for local designation. However, this building is proposed for demolition by the LinkUS project.[a] This aspect of the Proposed Project under Option 2 *(Connector to Union Station Access)* is predicated upon the removal of this building by the LinkUS project prior to the construction of this Project. Presumably, when the LA River Path Project reaches construction, this historical resource would no longer be extant; thus there would be no impact. However, if, at the time of this Project, the historical resource is extant, this aspect of the Proposed Project would not be constructed; thus, there would be no impact.
		Construction Staging Area: The historical resource property is part of a larger staging area (including parcels to the north and west).	This property was previously identified as appearing eligible for the NRHP, CRHR, and for local designation. However, this building is proposed for demolition by the LinkUS project. This aspect of the Proposed Project under Option 2 *(Staging Area)* is predicated upon the removal of this building by the LinkUS project prior to the construction of this Project. Presumably, when the LA River Path Project reaches construction, this historical resource would no longer be extant; thus, there would be no impact. However, if, at the time of this Project, the historical resource is extant, this aspect of the Proposed Project would not occur; thus, there would be no impact.
HR-32		*Core Path:* Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
	Thomas R. Barabee Store and Warehouse, 611–615 Ducommun St, Los Angeles	*Connector to Union Station Access:* South of the US-101, path turns west off of the core path, then runs north as an elevated top-of-bank path west of the channel, turns west as an elevated path over the railroad tracks, and curves through the property at 801 E Commercial Street (northeast at Center Street).	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-33	Walker Foods, Inc./El Pato Salsas, 250 N Myers St/233–243 N Mission Rd, Los Angeles	*Core Path:* Path is elevated in middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: South of the US-101, path turns west off of the core path, then runs north on the west side as an elevated top-of-bank path outside the channel, turns west as an elevated path over the railroad tracks, and curves through the property at 801 E Commercial Street (northeast at Center Street).	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path turns off of the core path and runs north at top-of-bank, the turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street.	Path in close proximity to the historical resource. New construction in the immediate setting, but to the rear of the historical resource (along the rear loading docks). No impact.
		Design Variation 2: Path turns off of the core path and runs east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street.	Path is close proximity to the historical resource. New construction in the immediate setting, but to the rear of the historical resource (along the rear loading docks). No impact.
HR-34	Property at 161 N Mission Rd, Los Angeles	*Core Path:* Path is elevated in middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Union Station Access: South of the US-101, path turns west of off the core path.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 1: Path turns off of the core path and runs north at top-of-bank path, then turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road. Separated from the historical resource by a residential property to the north (side façade of historical resource).	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation 2: Path turns off of the core path and runs east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road.	Path not in close proximity to the historical resource. No change to setting. No impact.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
		Separated from the historical resource by a residential property to the north (side façade of historical resource).	
HR-35	First Street Viaduct (Bridge ID 14)	*Core Path:* Path is elevated in the middle of the channel, and runs west to top-of-bank on the west bank. Passes under the bridge via the western of the two channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Connector to First St Access: Path turns east off of the core path, then runs south as an elevated top-of-bank path on the east bank to the bridge, where it turns east and runs as an elevated path, passing over the railroad tracks and Myers Street, running parallel to the bridge along the east end on the north side, ramping down to land at the northwest corner of First Street and Mission Road.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path running parallel to a portion of the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Design Variation 1: Path turns off of the core path and runs north as top-of-bank path, then turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path turns off of the core path and turns east as an elevated path over the railroad tracks. Then runs south along Myers Street, ramping down to grade, then turns east on Kearney Street and continues on the street, terminating at Kearney Street and Mission Road.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-36	Fourth Street Viaduct (Bridge ID 15)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the westernmost edge of the main channel arch. May require modification to bridge abutment.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
		Design Variation: Path passes through the bridge via an open spandrel on the west side of the main channel arch. May require modification to bridge abutment.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
HR-37	Property at 1345 E Willow St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the property. No change to setting. (This property is a contributor to the Los Angeles Industrial Historic District. For impacts to the district, see separate entry at the end of this table.)

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-38	Los Angeles Furniture Mart Building, 2155 E Seventh St, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-39	Seventh Street Viaduct (Bridge ID 17)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the western of the three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-40	Property at 2121 E Seventh Pl, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-41	Property at 2140 E Seventh Pl, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-42	Olympic Boulevard Viaduct (Bridge ID 19)	*Core Path:* Path is incised in-channel on the west bank. Passes under the bridge via the western of the three channel arches.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
HR-43	WM (Waste Management) Downtown Diversion, 2416–2424 E Olympic Bl, Los Angeles	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-44	AT&SF Railway Redondo Junction/Butte Street Yard (portion of), 2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	*Core Path:* Path is elevated in-channel on the west bank, then becomes elevated top-of-bank, running adjacent to the historical resource property to the east.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 1: Along northern portion of the historical resource, path is elevated in-channel on the west bank, running adjacent to the historical resource property. Along southern portion of the historical resource, path veers onto the historical resource property at-grade, passes under the Redondo Junction Grade Separation (flyover rail bridge). Then becomes a triangular spiral ramp on the historical resource property, ramping up to shadow the flyover rail bridge on the outside (west), continuing over the channel from west to east.	New construction on the historical resource property. Direct impact. Path runs along the eastern edge of the property. New construction is on an undeveloped portion of the property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 2: Along northern portion of historical resource property, path is elevated in-channel, running adjacent to the historical resource property. At about midpoint along the historical resource property, path veers west for a short segment, then becomes an elevated in-channel path.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. Impact is less than significant.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
HR-45	AT&SF Railway Steam Locomotive No. 3751, 2514–2558 E Butte St/2435 E Washington Bl, Los Angeles	*Core Path:* Along northern portion of the historical resource property, path is elevated in-channel on the west bank, running adjacent to the historical resource property. Along southern portion of the historical resource property, path becomes elevated top-of-bank and veers onto the historical resource property, continuing south on the eastern edge of the historical resource property.	This historical resource is a mobile object which is sometimes housed on this property. The path would not touch the historical resource (if present). Path may be in close proximity to the historical resource. No impact.
HR-46	Washington Boulevard Bridge (Bridge ID 21)	*Core Path:* Path is elevated in-channel on west bank, then veers into the channel as an elevated in-channel path. Then path passes over the Washington Boulevard Bridge to the east of the western monumental pylons. Then path veers west onto the property west of the channel (south of Washington Boulevard) to pass under the Redondo Junction Grade Separation (flyover rail bridge) as an elevated top-of-bank path.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Path passing over the bridge is a potentially significant impact. Refer to Chapter 6, *Mitigation Measures*.
		Connection to Washington Blvd Access: South of flyover rail bridge, path is elevated top-of-bank on the west side of the channel, running south, then makes a U-turn to run north, and ramps down to connect at-grade to Washington Boulevard on the south side (back of sidewalk), immediately adjacent to the west end of the bridge (just west of the south monumental pylon).	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 1: New signalize at-grade crossing across Washington Boulevard, just west of the west end of the Washington Boulevard Bridge (west of the western monumental pylons). New crossing consists of striping, new full signal, and possibly lighting.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 2: Path is elevated in-channel. Passes under the bridge via the center west pier-and-girder channel section of the bridge.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Design Variation 3: Path ramps up to shadow the flyover rail bridge on the outside (west), over Washington Boulevard, continuing over the channel from west to east.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Impact is less than significant.
		Construction Staging Area: Staging area immediately adjacent to this bridge to the west (parcels on the north and south sides of Washington Boulevard).	Staging area adjacent to the bridge. No impact.
HR-47	Hoffy/Bill Bailey's 2731 S Soto St, Vernon	*Core Path:* Path is elevated top-of-bank east of channel, on the western (rear) edge of the historical resource property.	New construction on the historical resource property. Direct impact. Path runs along the western (rear) edge of this property. New

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
			construction is on an undeveloped portion of the property and would not touch any contributing features of the historical resource. Impact is less than significant.
		Design Variation 1: North of historical resource property, path veers from top-of-bank to elevated in-channel.	Path in close proximity to the historical resource. Indirect impact. New construction in the immediate setting. No Impact.
		Design Variation 2: Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-48	Farmer John, 3049 E Vernon Avenue, Vernon	*Core Path:* Path is elevated top-of-bank on the east bank, then incised in-channel on the east bank. Opposite side of the channel from the historical resource.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Connector to Bandini-Soto Triangle Access: Path turns southwest off of the core path on east bank, then crosses the channel (river crossing) from east bank to west bank to connect to the Bandini-Soto Triangle. Separated from the historical resource by Bandini Boulevard.	Path not in close proximity to the historical resource. No change to setting. No impact.
		Design Variation: Path is elevated in the middle of the channel.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-49	Property at 5015 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is top-of-bank on the east bank. Then along the southern portion of the historical resource, the path crosses the channel (river crossing) from east bank to west bank. Then becomes elevated top-of-bank path on the west bank. Separated from the historical resource by the railroad tracks.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-50	Property at 5000 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is top-of-bank on the east bank. Then path crosses the channel (river crossing) from east bank to west bank. Then becomes elevated top-of-bank path on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-51	Property at 5100 District Bl, Vernon	*Core Path West:* Southern terminus at the Atlantic Boulevard West End Point. Path is top-of-bank on the east bank. Then path crosses the channel (river crossing) from east bank to west bank. Then becomes elevated top-of-bank path on the west bank.	Path not in close proximity to the historical resource. No change to setting. No impact.
HR-52		*Core Path West:* Atlantic Boulevard West End Point. North of the bridge, path is elevated top-of-bank on east bank, and crosses channel (river	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in the immediate setting. Potential

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
	Atlantic Boulevard Bridge (Bridge ID 30)	crossing) from east bank to west bank. Then becomes incised in-channel on the west bank. Passes under the bridge via the westernmost pier-and-girder section of the bridge. May require modification to bridge abutment. Path then continues south as an incised in-channel path on the west bank, then veers west to connect to the existing LA River Bicycle Path at the Atlantic Boulevard West End Point.	modification to bridge abutment is a direct impact. Impact is less than significant.
		Design Variation: Path veers off of the Atlantic Boulevard East Point path into channel. Passes under Atlantic Boulevard Bridge via the easternmost pier-and-girder section of the bridge. May require modification to bridge abutment. Path then continues south on the east bank, the turns west to cross channel (river crossing) from east bank to west bank to connect to the existing LA River Bicycle Path at the Atlantic Boulevard West End Point.	Path is not touching the bridge. No physical connection to the bridge. Indirect impact. New construction in immediate setting. Potential modification to bridge abutment is a direct impact. Impact is less than significant.
N/A	Downtown Los Angeles Industrial Historic District	*Core Path:* Path is incised in-channel on the west bank.	Path not in close proximity to the historic district. No impact to the property at 1345 Willow St, which is the only contributor to the historic district that is within the API. No change to setting of the historic district. No impact to the historic district.
N/A	Arroyo Seco Parkway Historic District	*Core Path:* As the path passes through the boundaries of the historic district, it is elevated in the middle of the channel, then veers west out of the channel to be elevated top-of-bank on west bank. Path passes under the SR-110 bridges.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Design Variation 1: Path is elevated in-channel and passes under the SR-110 bridges. Then passes over the Arroyo Seco Channel along the west side of Avenue 19 (between Avenue 19 and the railroad tracks).	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
			of these contributors. Path passes over the Arroyo Seco Channel. Path in close proximity to the historical resource. New construction in the immediate setting. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway) or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Design Variation 2: Path is elevated top-of-bank on the west bank with 24 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.
		Design Variation 3: Path is elevated top-of-bank on the west bank with 29 feet of vertical clearance. Passes under SR-110 bridges on the west bank outside the channel.	New construction within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Path passes under SR-110 Bridge N and SR-110 Bridge S. Path is not touching the bridges. No physical connection to the bridges. New construction in the immediate setting of these contributors. Path not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway), Arroyo Seco Channel, or Figueroa Street Tunnel No. 3. No change to setting of these contributors. New construction occurs only in a small portion of the historic district. New construction is compatible in scale and use with the district overall and would not interfere with spatial relationships among nearby district contributors. Impact to the historic district is less than significant.

Table 5-5. Option 2 Impact Analysis by Historical Resource

Listed North to South

HR-	Resource	Project Details	Potential Impacts
		Construction Staging Area: Staging area partially underneath the SR-110 bridges. Immediately adjacent to the Arroyo Seco Channel.	Staging area within the historic district boundaries. Direct impact. No impact or less than significant impact to each of the five district contributors within the API. Staging area underneath the SR-110 Bridge N and SR-110 Bridge S. Staging area adjacent to the Arroyo Seco Channel. Staging areas not in close proximity to the Arroyo Seco Parkway (Pasadena Freeway) or Figueroa Street Tunnel No. 3. Use of these staging areas would be temporary and would not include any permanent new construction. Impact to the historic district is less than significant.

[a] The *Link Union Station Cultural Resources Impact Assessment Report* (June 2019) identified the demolition of this building as significant impact which, despite mitigation, "would remain significant and unavoidable" (Metro 2019).

5.3.3.1 Summary of Potentially Significant Impacts

According to the impact analysis presented in Table 5-5, without the incorporation of appropriate mitigation measures, there is the potential for significant impacts to one or more historical resources as defined by CEQA during construction of Option 2. Potentially significant impacts to historical resources under Option 2 include:

- Path passing over a historic bridge
- Ramp(s) running parallel to a portion of a historic bridge
- Construction activities

Table 5-6 summarizes potentially significant impacts of Option 2 by historical resource, listed from north to south. Mitigation measures are proposed in Chapter 6 to reduce impacts to historical resources wherever possible.

Table 5-6. Option 2 Summary of Potentially Significant Impacts

Listed North to South

HR-	Resource	Potentially Significant Impact	Mitigation
HR-21	North Main Street Bridge (Bridge ID 8)	*Core Path:* Path passing over the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
		Design Variation 2: Path passing over the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-29	Cesar E Chavez Avenue Viaduct (Bridge ID 11)	*Connector to Cesar E Chavez/Mission Access:* Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
		Design Variation 3: Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-35	First Street Viaduct (Bridge ID 14)	*Connector to First Street Access:* Path running parallel to a portion of the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.
HR-46	Washington Boulevard Bridge (Bridge ID 21)	*Core Path:* Path passing over the bridge is a potentially significant impact.	Mitigation proposed to reduce impact. Refer to MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions*.

5.4 Operational Impacts

5.4.1 Proposed Project, Option 1, and Option 2

Impact CUL-1: Cause a substantial adverse change in the significance of a built-environment historical resource as defined in Section 15064.5?

No impact. No potential impacts to historical resources as defined by CEQA during O&M of the Proposed Project or its options have been identified.

5.5 Summary of CEQA Impact Analysis

This section summarizes the findings of the impact analysis detailed in Sections 4.3 and 4.4, and provides an overall impact finding for each alignment option.

5.5.1 Summary of Proposed Project Impact Analysis

According to the impact analysis presented here, construction of the Proposed Project has the potential for significant impacts to historical resources as defined by CEQA without the incorporation of appropriate mitigation measures. As such, mitigation measures are proposed in Chapter 6 which, if incorporated, would reduce potential impacts to historical resources during construction of the Proposed Project to a less than significant level. No potential impacts to historical resources as defined by CEQA during O&M of the Proposed Project were identified.

After completion of the Proposed Project, all identified historical resources as defined by CEQA would continue to convey their significance and therefore remain eligible for historic listing or designation. With the incorporation of proposed mitigation measures, the Proposed Project would result in a less than significant impact to identified historical resources as defined by CEQA. Therefore, this analysis finds that the Proposed Project to develop a pedestrian and bicycling path along an approximately 8-mile stretch of the LA River from Elysian Valley through Downtown LA, as mitigated, would not cause a substantial adverse change in the significance of a historical resource, and therefore would not have a significant effect on the environment as defined by CEQA.

5.5.2 Summary of Option 1 Impact Analysis

According to the impact analysis presented here, construction of Option 1 has the potential for significant impacts to historical resources as defined by CEQA without the incorporation of appropriate mitigation measures. As such, mitigation measures are proposed in Chapter 6 which, if incorporated, would reduce potential impacts to historical resources during construction of Option 1 to a less than significant level. No potential impacts to historical resources as defined by CEQA during O&M of Option 1 were identified.

After completion of Option 1, all identified historical resources as defined by CEQA would continue to convey their significance and therefore remain eligible for historic listing or designation. With the incorporation of proposed mitigation measures, Option 1 would result in a less than significant impact to identified historical resources as defined by CEQA. Therefore, this analysis finds that Proposed Project Option 1 to develop a pedestrian and bicycling path along an approximately 8-mile stretch of the LA River from Elysian Valley through Downtown Los Angeles, as mitigated, would not cause a substantial adverse change in the significance of a historical resource, and therefore would not have a significant effect on the environment as defined by CEQA.

5.5.3 Summary of Option 2 Impact Analysis

According to the impact analysis presented here, construction of Proposed Project Option 2 has the potential for significant impacts to historical resources as defined by CEQA without the incorporation of appropriate mitigation measures. As such, mitigation measures are proposed in Chapter 5 which, if incorporated, would reduce potential impacts to historical resources during construction of Option 2 to a less than significant level. No potential impacts to historical resources as defined by CEQA during O&M of Option 2 were identified.

After completion of Option 2, all identified historical resources as defined by CEQA would continue to convey their significance and therefore remain eligible for historic listing or designation. With the incorporation of proposed mitigation measures, Option 2 would result in a less than significant impact to identified historical resources as defined by CEQA. Therefore, this analysis finds that Proposed Project Option 2 to develop a pedestrian and bicycling path along an approximately 8-mile stretch of the LA River from Elysian Valley through Downtown Los Angeles, as mitigated, would not cause a substantial adverse change in the significance of a historical resource, and therefore would not have a significant effect on the environment as defined by CEQA. Findings are summarized in Table 5-7.

Table 5-7. Summary of CEQA Impact Analysis by Options

	Construction				Operations and Maintenance			
Option	No Impact	Less than significant Impact	Less than significant Impact with Mitigation	Significant Impact Cannot Be Mitigated	No Impact	Less than significant Impact	Less than significant Impact with Mitigation	Significant Impact Cannot Be Mitigated
Proposed Project			X		X			
Option 1			X		X			
Option 2			X		X			

06

MITIGATION MEASURES

This chapter describes the mitigation measures that will be used to avoid or reduce potential Proposed Project-related direct impacts on the environment before, during, or after Proposed Project construction and during O&M.

Mitigation measures would reduce the significance of potential environmental impacts of the Proposed Project. Mitigation measures adopted through the CEQA process would be listed in the Proposed Project's Mitigation and Monitoring and Reporting Program (MMRP). An MMRP is designed to ensure compliance during project implementation and is a required outcome of the EIR process. In accordance with state law, an MMRP must identify the action being monitored, the responsibility for implementation, the schedule for implementation, and the mechanism that verifies monitoring is complete. Mitigation measures would also be included in the Proposed Project's applicable construction documents (for example, in plans and specifications).

Mitigation measures are feasible actions or features that mitigate, avoid, or lessen any significant effects on the environment that may result from the implementation of the Proposed Project. CEQA Section 15370 defines mitigation as follows:

a. Avoiding the impact altogether by not taking a certain action or parts of an action.
b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Two mitigation measures have been developed for the Proposed Project to reduce significant impacts to historical resources during construction to a less than significant level. MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation* and MM-CUL-02, *Recordation of Existing Conditions* have been developed to mitigate impacts to historic LA River bridges where the path would pass over the historic bridge; where a ramp would connect to the historic bridge; or where a ramp would be constructed adjacent to the historic bridge. These mitigation measures would apply to the following historic LA River bridges:

- North Main Street Bridge (HR-21)
- Cesar E Chavez Avenue Viaduct (HR-29)
- First Street Viaduct (HR-35)
- Washington Boulevard Bridge (HR-46)
- Atlantic Boulevard Bridge (HR-52)

No potential impacts to historical resources during O&M of the Proposed Project were identified. Therefore, no mitigation measures for O&M are required.

6.1 Construction Mitigation Measures

The following mitigation measures would be incorporated into the Proposed Project to reduce potential impacts to historical resources during construction to a less than significant level.

MM-CUL-01, ***Conformance with the Secretary of the Interior's Standards for Rehabilitation***

The Proposed Project design team shall include a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's (SOI's) *Professional Qualifications Standards for History, Architectural History, or Architecture*, pursuant to 36 CFR Part 61. The Proposed Project design team shall work with the historic preservation professional to ensure that when designing solutions for a historic LA River bridge, the design is compatible in size, scale, massing, and materials with the historic bridge; shall limit the removal of historic fabric and character-defining features of the historic bridge; and shall minimize those aspects of the structural design that obscure or interfere with the ability of the historic bridge to convey its historic significance. Design solutions for the Proposed Project shall incorporate the following design considerations to affected historical resources:

- Where the path crosses over the North Main Street Bridge and the Washington Boulevard Bridge, final design shall ensure the following:
  - The path over the historic bridge will be stand-alone, and compatible with yet differentiated from the bridge.
  - The placement of the support columns shall minimize visual obstruction such that the historic bridge's original design can be readily understood.
  - The path structure shall not attach physically touch or attach to the historic bridge such that the new construction could be removed without altering the bridge.
- For Proposed Project ramps connecting to the First Street Viaduct and the Atlantic Boulevard Bridge, final design must ensure that:
  - Any new connector ramp is compatible with, yet distinguishable from, the bridge to which it is connecting.
  - The removal of historic bridge railing is minimal and reconstructed railing is a historically accurate reproduction.
  - The design of the connector ramps and the placement of the support columns is compatible with each bridge and shall minimize visual obstruction so that the historic bridge's original design can be understood.
  - The new connector ramp will not physically touch or attach to the historic bridge, such that the new construction could be removed without altering the bridge.
- For Proposed Project ramps adjacent to the Cesar E Chavez Viaduct and First Street Viaduct, final design shall ensure that:
  - The design of the connector ramps and the placement of the support columns is compatible with yet differentiated from each bridge.
  - Placement of the support columns shall minimize visual obstruction so that the historic bridge's original design can be understood.
  - The new connector ramp shall not physically touch or attach to the historic bridge, such that the new construction could be removed without altering the bridge.

The preservation consultant shall confirm that the final design solutions conform with the SOI's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards).

The historic bridges that require conformance with the SOI's Standards are listed below:

- North Main Street Bridge, Bridge ID 8 (HR-21)
- Cesar E Chavez Avenue Viaduct Bridge ID 11 (HR-29)
- First Street Viaduct Bridge ID 14 (HR-35)
- Washington Boulevard Bridge, Bridge ID 21 (HR-46)
- Atlantic Boulevard Bridge, Bridge ID 30 (HR-52)

For historic LA River bridges that are designated Los Angeles Historic-Cultural Monuments, Los Angeles County Metropolitan Transportation Authority (Metro) shall provide design plans to the City of Los Angeles' OHR and Cultural Heritage Commission for their review for conformance with SOI Standards.

MM-CUL-02, *Recordation of Existing Conditions*

Prior to the commencement of any construction activities, Los Angeles County Metropolitan Transportation Authority (Metro) shall retain a historic preservation professional who satisfies the Secretary of the Interior's (SOI's) *Professional Qualifications Standards for History and/or Architectural History* pursuant to 36 CFR Part 61 to prepare a photographic and narrative documentation memorandum. The selected documenting photographer shall be familiar with the recordation of historical resources in accordance with Historic American Buildings Survey (HABS) guidelines This memorandum shall document the existing condition of any portion of a historic bridge that may be materially altered by the Proposed Project prior to its alteration. Photographic documentation shall include details of the key character-defining features that will be removed or altered. Photographs shall be prepared in a format consistent with HABS standards for field photography. Archivally produced copies of the written report and photographs shall be submitted to the City of Los Angeles' Office of Historic Resources and the Los Angeles Public Library (in the Central Library).

The historic bridges that shall require this recordation of existing conditions are listed below:

- North Main Street Bridge, Bridge ID 8 (HR-21)
- Cesar E Chavez Avenue Viaduct Bridge ID 11 (HR-29)
- First Street Viaduct Bridge ID 14 (HR-35)
- Washington Boulevard Bridge, Bridge ID 21 (HR-46)
- Atlantic Boulevard Bridge, Bridge ID 30 (HR-52)

6.2 Operations and Maintenance Mitigation Measures

No potential impacts to historical resources during O&M of the Proposed Project were identified. Therefore, no mitigation measures are required.

6.3 Level of California Environmental Quality Act Significance After Mitigation

6.3.1 Construction Level of Significance

6.3.1.1 Proposed Project

Without the incorporation of appropriate mitigation measures, construction of the Proposed Project has the potential for significant impacts to historical resources because the path's structure could alter the historic fabric and/or the setting of historic bridges and potentially obscure character-defining features of bridges from public view. As such, mitigation measures are proposed that would reduce potential impacts to built-environment historical resources to a less than significant level.

With the incorporation of MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation*, and MM-CUL-02, *Recordation of Existing Conditions*, potentially significant impacts to built-environment historical resources during construction of the Proposed Project would be reduced to less than significant.

6.3.1.2 Proposed Project Option 1

Without the incorporation of appropriate mitigation measures, construction of Option 1 has the potential for significant impacts to built-environment historical resources. As such, mitigation measures are proposed that would reduce potential impacts to a less than significant level. With the incorporation of MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation*, and MM-CUL-02, *Recordation of Existing Conditions*, potentially significant impacts to built-environment historical resources during construction of Option 1 would be reduced to less than significant.

6.3.1.3 Proposed Project Option 2

Without the incorporation of appropriate mitigation measures, construction of Option 2 has the potential for significant impacts to built-environment historical resources. As such, mitigation measures are proposed that would reduce potential impacts to a less than significant level. With the incorporation of MM-CUL-01, *Conformance with the Secretary of the Interior's Standards for Rehabilitation*, and MM-CUL-02, *Recordation of Existing Conditions*, potentially significant impacts to built-environment historical resources during construction of Option 2 would be reduced to less than significant.

6.3.2 Operations and Maintenance Level of Significance

6.3.2.1 Proposed Project, Option 1 and Option 2

No potential impacts to historical resources during O&M of the Proposed Project or its options were identified.

07

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Attachment A
LA River Channel
Determination of Eligibility

LA RIVER CHANNEL DETERMINATION OF ELIGIBILITY

This attachment contains available documentation of the LA River channel's Determination of Eligibility (DOE) for the NRHP. In a letter dated September 6, 2019, to the California Office of Historic Preservation, US Army Corps of Engineers (USACE) requests SHPO concurrence with their determination of NRHP eligibility for the LA River channel as a district. This determination was made as part of USACE's consultation with the SHPO in compliance with Section 106 for the LA River Channel Slauson Sinkhole and Reach 2A Repair Project.

USACE determined that the LA River Channel District meets the threshold for eligibility under Criterion A "for its significant association with the development of a comprehensive flood risk management program within Los Angeles County and its role in the development of the metropolitan area," and under Criterion C "as the first implementation of a fully concrete-lined waterway engineered to address the unique conditions and environmental challenges of the locale and for its role as a prototype for flood control channels in the region." USACE evaluated the channel at a local level with a period of significance of 1936-1960, suggesting that an evaluation of the channel within the larger context of flood control systems across the West may find the LA River channel significant at the state level. USACE's letter indicates that a cultural resource report was prepared as part of this DOE, including an abbreviated historic context statement that evaluates the LA River Channel within the context of the development of flood control projects in Los Angeles County in the first half of the twentieth century. This report was requested from the South Central Coastal Information Center in June 2021; however, this documentation was not located. The SHPO responded to USACE in a letter dated September 20, 2019, concurring with USACE's determination of NRHP eligibility for the LA River channel as a district under Criteria A and C at the local level of significance.

USACE's letter requesting SHPO concurrence with their DOE, and SHPO's letter of concurrence, are both attached here.

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CALIFORNIA 90017-3489

September 06, 2019

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816-7100

Dear Ms. Polanco:

The U.S. Army Corps of Engineers, Los Angeles District (Corps), is continuing consultation with you, in compliance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and its implementing regulation at 36 CFR Part 800, regarding the Reach 2A toe repair and Slauson sinkhole repair along the Los Angeles River (LAR) channel in Los Angeles County, California. The Corps has previously consulted with your office regarding the Corps' determination of the areas of potential effect and the agency's reasonable and good faith effort to carry out appropriate identification efforts pursuant to 36 C.F.R 800.4(a) and 36 C.F.R. 800.4(b)(1). This letter summarizes the results of those identification efforts and requests your concurrence with our determinations and finding that there will be *no adverse effects* from the proposed repairs.

As discussed in previous correspondence (SHPO file COE_2019_0801_002) and our meeting of August 8, 2019, the Corps is proposing routine repairs along two small sections of the LAR channel where they have maintenance responsibilities. The first of these repairs would address damage to approximately 1300 feet of grouted stone toe near Bette Davis Park in Glendale, California. The damaged toe is becoming eroded and the rock material is becoming dislodged and carried away by storm flows. The second repair location would occur upstream from Slauson Avenue between the cities of Maywood and Commerce, California. A large sinkhole has developed at this location putting the slab at risk of being displaced during flood events, which would cause additional damage to this reach of the channel and would jeopardize downstream bridge piers.

Because the undertakings would affect the same resource, the Corps has addressed both of these repairs as part of a single cultural resources report. Specific repair actions are described in the attached report (enclosure). All work would be confined to the original construction footprint and would not extend into native sediments. Access would be on existing roads and overland travel on hardened surfaces such as the levees and concrete invert. Based on the magnitude and nature of each undertaking (the routine repairs of a combined 1525 feet of an in-use flood control feature) and the limited nature and extent of potential effects on historic properties (each undertaking

would return the channel sections to their as-built condition), the Corps determined that a limited scope of effort was warranted.

The Corps has prepared an abbreviated historic context statement that evaluates the LAR channel within the context of the development of flood control projects in Los Angeles County in the first half of the twentieth century. The Corps has previously treated the LAR channel as a linear district and assumed that it was eligible for the National Register of Historic Places (NRHP) under Criteria A and C. Based on the abbreviated context statement, the Corps is now determining that the LAR channel district meets the threshold for eligibility under Criterion A for its significant association with the development of a comprehensive flood risk management program within Los Angeles County and its role in the development of the metropolitan area and under Criterion C as the first implementation of a fully concrete lined waterway engineered to address the unique conditions and environmental challenges of the locale and for its role as a prototype for flood control channels in the region. The Corps has evaluated the channel at a local level with a period of significance dating from 1936 to 1960. While a more rigorous examination of the development of flood control systems across the west may demonstrate that the LAR channel is significant at the state level, such analysis is not needed to determine whether the proposed repairs would result in an adverse effect to the LAR channel.

For the purposes of this evaluation and without additional information about the relative integrity of the rest of the LAR channel, the Corps is considering the affected sections, Reach 2A and the Atlantic Avenue to Slauson Avenue sections, as contributing to the overall eligibility of the LAR channel district. While Reach 2A has retained better integrity, both sections have maintained integrity of workmanship, materials, setting, feeling and association. A more comprehensive examination is scheduled to occur in the next calendar year and the affected sections will be re-evaluated at that time.

The proposed repairs would bring the damaged sections back to "as built conditions." In both cases, the eroded toe and sinkhole represent missing sections of the channel. If the Corps did not repair the sections, those sections would continue to degrade leading to further damage to the channel. The activities are in keeping with maintenance activities that have been occurring along the channel since it was first constructed. The replacement concrete and grouted toe would be reestablished at its existing grade and be of the same texture and color.

We are requesting your concurrence on our determination of the NRHP eligibility of the LAR channel under both Criterion A and Criterion C at the local level per 36 CFR 800.4(c), your agreement to assume that the subject segments contribute to the eligibility of the district, and our determination of "no adverse effect to historic properties" on the proposed repairs pursuant 36 CFR 800.5(b) within the APE. The expedited repairs have been prioritized because they address unsafe conditions with

unacceptable risks to life and safety. If the repairs are to occur prior to the flood season, the Corps must rapidly move forward and a full thirty days is not possible for this review; therefore we request an expedited review of both our eligibility and effects determinations per 36 CFR 800.3(g) within 15 days of receipt.

Please contact Ms. Danielle Storey, Archaeologist, at (213) 308-0437 or Danielle.L.Storey@usace.army.mil, if you have any comments or concerns.

Sincerely,

Eduardo T. De Mesa
Chief, Planning Division

Enclosure(s)

F **State of California • Natural Resources Agency** **Gavin Newsom,** *Governor*

DEPARTMENT OF PARKS AND RECREATION **Lisa Ann L. Mangat,** *Director*
OFFICE OF HISTORIC PRESERVATION
Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

September 20, 2019 In reply refer to: COE_2019_0801_002

VIA ELECTRONIC MAIL

Mr. Eduardo T. De Mesa, Chief, Planning Division
U.S. Army Corps of Engineers, Los Angeles District
915 Wilshire Blvd., Suite 930
Los Angeles, CA 90019-3489

RE: Section 106 consultation for Los Angeles River Channel Slauson Sinkhole and Reach 2A Repairs: Finding of No Adverse Effect

Dear Mr. De Mesa:

The U.S. Army Corps of Engineers (COE) is continuing consultation with the State Historic Preservation Officer (SHPO) to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended) and its implementing regulation at 36 CFR Part 800. By letter received on September 9, 2019, the COE is seeking SHPO comments on their finding of *no adverse effect* for this undertaking. The COE's undertaking consists of two aspects:

- At Reach 2A, repair erosion damage to approximately 1300 feet of grouted stone toe, returning it to its as-built condition.

- At Slauson Sinkhole, repair an undermined invert slab, including backfilling and reconstructing the invert and grouted toe, returning it to its as-built condition.

The COE has determined the Los Angeles River Channel is eligible for the National Register of Historic Places (NRHP) under criterion A at the local level of significance for its significant association with the development of a comprehensive flood risk management program in the county and development of the metropolitan area. Further, the COE has determined the Channel is also eligible under NRHP criterion C as the first implementation of a fully concrete lined waterway engineered to address unique challenges of the locale and for its role as a prototype for flood control channels in the region. The COE points out the Channel maintains integrity of workmanship, materials, setting, feeling, and association. The period of significance is 1936-1960. The SHPO **concurs**.

Because the work will restore the Channel to its as-built condition, the COE has determined that a finding of *no adverse effec*t is appropriate and has requested SHPO concurrence. The SHPO **does not object**.

The SHPO notes that for Section 106 compliance on future undertakings on the Los Angeles River Channel, the COE will need to identify character-defining features within the segment under consideration and assess whether the work will alter any of those features such that the segment would no longer be able to convey its significance.

For questions, contact Anmarie Medin at (916) 445-7023 or Anmarie.Medin@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Attachment B
Visual Simulations

Attachment

B

VISUAL SIMULATIONS

This attachment contains a series of Project visual simulations. There are 12 visual simulations for each for the Proposed Project and its options. These simulations represent various viewpoints along the alignment. Viewpoints were selected primarily to illustrate interactions between the new construction and the historic LA River bridges. Visual simulations depict the core path and connectors to access points (design options are not depicted). These visual simulations are intended to show the approximate location, scale and massing of path structures. River crossings are illustrated using one of the structure types under consideration and are not intended to represent a final design. All visual simulations were produced by the Jacobs Alta team in 2024.

Visual Simulations for the Proposed Project

Visual Simulation PP-1. North Broadway Viaduct, southern view

Visual Simulation PP-2. North Spring Street Viaduct, northern view

Visual Simulation PP-3. North Main Street Bridge, southern view

Visual Simulation PP-4. North Main Street Bridge, northern view

Visual Simulation PP-5. Mission Junction, southern view

Visual Simulation PP-6. Cesar Chavez Avenue Viaduct, southern view

Visual Simulation PP-7. First Street Viaduct, southern view

Visual Simulation PP-8. Fourth Street Viaduct, northern view

Visual Simulation PP-9. Seventh Street Viaduct, southern view

Visual Simulation PP-10. Olympic Boulevard Viaduct, northern view

Visual Simulation PP-11. Washington Boulevard Bridge, eastern view[1]

[1] The visual simulation at the Washington Boulevard Bridge is the same for the Proposed Project, Option 1, and Option 2.

Visual Simulation PP-12. Atlantic Boulevard Bridge, southern view[2]

[2] The visual simulation at the Atlantic Boulevard Bridge is the same for the Proposed Project and Option 1.

Visual Simulations for Option 1

Visual Simulation Op1-1. North Broadway Viaduct, southern view

Visual Simulation Op1-2. North Spring Street Viaduct, northern view

Visual Simulation Op-3. North Main Street Bridge, southern view

Visual Simulation Op-4. North Main Street Bridge, northern view

Visual Simulation Op-5. Mission Junction, southern view

Visual Simulation Op-6. Cesar Chavez Avenue Viaduct, southern view

Visual Simulation Op-7. First Street Viaduct, southern view

Visual Simulation Op-8. Fourth Street Viaduct, northern view

Visual Simulation Op-9. Seventh Street Viaduct, southern view

Visual Simulation Op-10. Olympic Boulevard Viaduct, northern view

Visual Simulation Op-11. Washington Boulevard Bridge, eastern view[3]

[3] The visual simulation at the Washington Boulevard Bridge is the same for the Proposed Project, Option 1, and Option 2.

Visual Simulation Op-12. Atlantic Boulevard Bridge, southern view[4]

[4] The visual simulation at the Atlantic Boulevard Bridge is the same for the Proposed Project and Option 1.

Visual Simulations for Option 2

Visual Simulation Op-1. North Broadway Viaduct, southern view

Visual Simulation Op-2. North Spring Street Viaduct, northern view

Visual Simulation Op-3. North Main Street Bridge, southern view

Visual Simulation Op-4. North Main Street Bridge, northern view

Visual Simulation Op-5. Mission Junction, southern view

Visual Simulation Op-6. Cesar Chavez Avenue Viaduct, southern view

Visual Simulation Op-7. First Street Viaduct, southern view

Visual Simulation Op-8. Fourth Street Viaduct, northern view

Visual Simulation Op-9. Seventh Street Viaduct, southern view

Visual Simulation Op-10. Olympic Boulevard Viaduct, northern view

Visual Simulation Op-11. Washington Boulevard Bridge, eastern view[5]

[5] The visual simulation at the Washington Boulevard Bridge is the same for the Proposed Project, Option 1, and Option 2.

Visual Simulation Op-12. Atlantic Boulevard Bridge, southern view

Attachment C
Author Resumes

HISTORIC RESOURCES GROUP

12 S. Fair Oaks Avenue, Suite 200
Pasadena, CA 91105

Tel 626-793-2400
historicresourcesgroup.com

ROBBY ARANGUREN

Planning Associate/GIS Specialist

Experience Profile

Years of Experience: 13

Robby Aranguren has been with HRG since 2009 and specializes in database management, GIS, and research.

At HRG, Robby provides mapping, database creation and management, photography, and research for historic assessments. He also provides assistance with character-defining features inventories and paint analysis studies. He is proficient with the Microsoft Access Database, FiGSS GIS Survey System, Photoshop, Google SketchUp, ESRI ArcMap and ArcCatalog. He has worked on numerous large-scale historic resources surveys, building and manipulating large databases.

Prior to joining HRG, Robby worked at the City of Los Angeles, Office of Historic Resources, Department of Planning, preparing staff reports for Historic-Cultural Monument applications, preparing E-newsletters, Guide. Robby also served as acting secretary at Cultural Heritage Commission meetings and conducted building permit research.

Robby Aranguren meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

HISTORIC RESOURCES GROUP

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Selected Projects

SurveyLA, Los Angeles
CBS Columbia Square Paint Sampling
Chapman University VPOA Window Survey
City of Riverside Modernism Survey
City of Palm Springs Citywide Survey
City of South Pasadena Citywide Survey Update
Glendale Central Air Terminal Paint Sampling
South Glendale Historic Context Statement & Historic Resources Survey
Jordan House Rehabilitation & Construction Monitoring, Whittier
Lincoln Place Apartments Historic Tax Credit, Los Angeles
UC Riverside Citrus Experiment Station Character-defining Features Inventory
Villa Elaine Character-defining Features Inventory
Wallace Annenberg Center for the Performing Arts Adaptive Reuse and Historic Tax Credit, Beverly Hills

Education

Bachelor of Arts, Interdisciplinary Studies: Architecture, Urban Planning and Business (Real Estate)
University of Texas, Arlington, 2009

Honors and Awards

California Preservation Foundation Preservation Design Awards

- Wallis Annenberg Center for the Performing Arts, 2014
- Lincoln Place Apartments, 2015

Professional Affiliations

Los Angeles Conservancy
Los Angeles GIS Portal
California Preservation Foundation

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KARI MICHELE FOWLER

Senior Preservation Planner

Experience Profile
Years of Experience: 22

Kari Fowler has been with HRG since 2001 and specializes in master planning, CEQA, NEPA and Section 106 environmental review, and historic resources assessment.

At Historic Resources Group, Kari's responsibilities include supervising and conducting historic resources surveys, including developing survey methodologies, conducting fieldwork, data management and analysis, and historical research. She specializes in historic context statements and generating environmental documents relating to historic resources, including CEQA, NEPA, and Section 106 review. Kari has evaluated and documented historic resources at the local, state, and national levels, including the preparation of local landmark applications, nominations and determinations of eligibility for the California and National Registers, and National Historic Landmark nominations.

Kari has managed several large-scale historic resources surveys throughout California, including in the cities of Ventura, San Clemente, Paso Robles, Temple City, Santa Monica, and San Diego. Most notably, she served as HRG's Project Manager for SurveyLA, Los Angeles' citywide historic resources survey, from 2010 to 2018. As part of this project, she developed a field survey and data collection methodology that allowed for large and complex geographical areas to be surveyed effectively and efficiently. She also drafted the Multi-Family Residential Sub-Context for the SurveyLA Historic Context Statement. Her work on historic resources surveys and historic context statements has won awards from the Los Angeles Conservancy, the California Preservation Foundation, the Vernacular Architecture Forum, and the American Planning Association.

Kari Michele Fowler meets the *Secretary of the Interior's Professional Qualifications Standards* in Historic Preservation Planning and History.

HISTORIC RESOURCES GROUP

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Selected Projects

SurveyLA City of Los Angeles Citywide Survey
SurveyLA Multi-Family Residential Historic Sub-Context Statement
SurveyLA Chinese American Historic Context Statement
City of Paso Robles Citywide Historic Context Statement, Historic Resource Survey, and Historic Preservation Ordinance
City of San Diego Greater North Park & Greater Golden Hill Historic Community Plan Area Surveys
City of Pasadena Resources of the Recent Past Historic Context Statement
City of San Clemente Survey Update & Historic Context
City of Temple City Context & Historic Resource Survey
City of Ventura Downtown Historic Context & Survey Update
City of Lompoc Historic Context Statement & Historic Resources Survey

Education

Master of Arts, Urban Planning, University of California, Los Angeles
Bachelor of Arts, English, Magna Cum Laude Latin Honors, University of California, Los Angeles

Speaking Engagements

California Preservation Foundation
- Evaluating Non-Building Resources
- Historic Resources Surveys
- Preservation Planning

Getty Conservation Institute
- SurveyLA

University of Southern California
- Lecturer, Heritage Conservation Summer Program, 2014-2016

Professional Affiliations

American Planning Association, Urban Design & Preservation Division
American Planning Association, Los Angeles Chapter, Member
Los Angeles Conservancy
California Preservation Foundation
National Trust for Historic Preservation, Member

HISTORIC RESOURCES GROUP

12 S. Fair Oaks Avenue, Suite 200
Pasadena, CA 91105

Tel 626-793-2400
historicresourcesgroup.com

PAUL D. TRAVIS, AICP

Managing Principal

Experience Profile
Years of Experience: 17

Paul Travis has been with Historic Resources Group since 2006 and specializes in master planning, CEQA, NEPA and Section 106 environmental review, and historic resources assessment.

At Historic Resources Group, Paul manages planning-related projects with a focus on large, multi-property sites including college campuses, historic downtowns, neighborhoods and districts, industrial sites, motion picture studios, and military bases. Paul has drafted preservation plans for the University of Southern California, NBC Universal Studios, Hollywood, and Los Angeles International Airport. He has participated in the development of community plans or specific plans for Paso Robles, Fresno, and Whittier; and has been involved in the master planning process for Loyola Marymount University, Occidental College, Mount St. Mary's College, Fox Studios, the Alameda Naval Station, and the Downey NASA site. Recent survey experience includes historic resource surveys for the cities of Los Angeles, Ventura, Glendale, Paso Robles, San Diego, and Fresno.

Prior to working at HRG, Paul worked as a research assistant at the Lewis Center for Regional Policy Studies performing academic research for study of transit-oriented development along the Pasadena Gold Line light rail system. Responsibilities include gathering and analysis of ridership data and adjacent development activity, and field observation of conditions surrounding transit stops.

Paul Travis meets the *Secretary of the Interior's Professional Qualification Standards* in Historic Preservation in Historic Preservation Planning and History.

HISTORIC RESOURCES GROUP

12 S. Fair Oaks Avenue, Suite 200
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Tel 626-793-2400
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Selected Projects

Fresno Fulton Corridor Specific Plan, Fresno
Fox Studios Master Plan, Century City
Gamble House Cultural Landscape Report, Pasadena
LAX Historic Assessments, Environmental Review, Preservation Plan
NBC Universal Evolution Plan, Universal City
Sunset Bronson Studios, Hollywood
SurveyLA, Los Angeles
Thacher School, Ojai

Education

Master of Arts in Urban Planning,
University of California, Los Angeles, 2006
Bachelor of Fine Arts, Printmaking,
San Jose State University, San Jose, 1985

Speaking Engagements

California Preservation Foundation

- Historic Resources and the California Environmental Quality Act
- Historic Resources Surveys
- Preservation Planning

American Planning Association, California Chapter

- Preservation Planning

Professional Affiliations

American Institute of Certified Planners, Member
American Planning Association, Urban Design & Preservation Division, Member
American Planning Association, Los Angeles Chapter, Member
California Preservation Foundation, Guest Speaker, Workshop Leader
National Trust for Historic Preservation, Member

SIAN LIN WINSHIP

EDUCATION

- Master of Historic Preservation (MHP), University of Southern California, November 2011, Tau Sigma Delta
- Bachelor of Science, Business Administration, 1984, University of Southern California

PROFESSIONAL HISTORY

- Architectural Historian, Independent Consultant, 2011-present

  Researched and wrote successful National Register nominations including the Church of the Epiphany in Los Angeles, Rockhaven Sanitarium in Glendale, and the Top Hat Hot Dog Stand in Ventura. Researched and wrote award-winning Japanese American Historic Context Statement (2017-18), Women's Rights Context Statement for SurveyLA (2018), and Long Beach Race and Suburbanization Context (2022). Researched and wrote several L A Historic Cultural Monument (HCM) nominations and resource assessments for cities throughout Southern California. Ongoing contract work has included historic context research, writing, and fieldwork for Glendale, Beverly Hills, Palm Springs, and South Pasadena. Teacher of the Southern California architectural history module of USC's Fundamentals of Heritage Conservation Summer Course from 2015 to the present. Authored two chapters in the monograph, *William Krisel's Palm Springs* (Gibbs-Smith, 2016). Recipient of Friends of Residential Treasures Fellowship.

- Secretary, Neutra Institute for Survival Through Design, 2019-present

  Led educational programming efforts for the Institute, the mission of which is to preserve the legacy of modern architect Richard J. Neutra and promote contemporary adoption and application of his ideas about neuroscience and design. Programs and conducts in-person and virtual programs relating to preservation, heritage conservation, materials conservation, and archival materials. Led collaborations with the Getty Conservation Institute, California Preservation Foundation, Cal Poly Pomona, University of California, Santa Barbara, and the University of Southern California.

- President, Society of Architectural Historians/Southern California Chapter, 2007- present

  As an Executive Board Member since 1997, curated and organized over a hundred educational events including lectures, travel tours, and salons with an emphasis on twentieth-century residential architecture. Tours have included *Exiles + Emigres in Los Angeles Modern Architecture* (1997), *Shangra-la: 100 Years of Architecture in Ojai* (2000), *On Parallel Lines: The Sarasota Modern Movement and the Case Study Program* (2001), *Beyond the Bauhaus: The Legacy of Walter Gropius and Modern Boston* (2003), *Space and Learning* (2003), and *Bakersfield Built: The 1960s* (2019).

RECENT LECTURES, WORKSHOPS, PANELS AND JURIES

- Moderator, Bakersfield Built: 1960s Symposium (September 2019)

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SIAN LIN WINSHIP

- Moderator, Preserving the City of the Future, Los Angeles County Museum of Art (June 2019)
- Panelist, Significance with a Capital G, California Preservation Foundation Conference, Palm Springs (May 2019)
- Mobile workshop leader, Visualizing Social Movements, Preserving the Recent Past (PRP3) Conference (March 2019)
- Jurist, Los Angeles Conservancy 2018 Preservation Awards, Los Angeles (January 2018)
- Moderator, Gentrification Panel Discussion, USC Master of Heritage Conservation Anniversary Symposium (2017)
- Presenter, Conserving Modern Architecture Initiative, Getty Conservation Institute, Los Angeles (December 2015)
- Panelist, California Preservation Foundation Conference, San Francisco (2015)
- Keynote Speaker, Architecture and Design Council/Modernism Week, Palm Springs Art Museum (2009)

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