

3.4 Cultural Resources

This section is based on the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report*, incorporated into this DEIR as Appendix G.

3.4.1 Regulatory and Policy Framework

Cultural Resources in California are protected by several federal, state, and local regulations, statutes, and ordinances. Cultural resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, and/or scientific importance.

3.4.1.1 Federal

National Historic Preservation Act (54 U.S.C. 300101 et seq.)

The National Historic Preservation Act (NHPA) (54 United States Code [U.S.C.] 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] 800) establish a program for the preservation of historic properties throughout the United States (U.S.) and provide a framework for identifying and treating historical and archaeological resources under the National Environmental Policy Act (NEPA). Section 106 of the NHPA requires that federal projects, or projects under federal jurisdiction, take into account the effect of an undertaking on properties listed in or eligible for listing in the National Register of Historic Places (NRHP).

The NHPA establishes the NRHP, which is “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR 60.2). To be eligible for listing in the NRHP, a property typically must be at least 50 years old and possess significance in American history and culture, architecture, or archaeology to meet one or more of the following four established criteria (36 CFR 60.4):

1. Association with events that have made a significant contribution to the broad patterns of our history
2. Association with the lives of persons significant in our past
3. 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
4. Have yielded, or may be likely to yield, information important in prehistory or history

Historic resources eligible for listing in the NRHP are considered “historic properties” and may include buildings, sites, structures, objects, and historic districts. A potential historic property less than 50 years of age may be eligible under NRHP Criteria Consideration G if it has exceptional significance, and it can be demonstrated that sufficient time has passed to understand its historical importance (National Park Service [NPS], 1997). To be eligible for listing in the NRHP, a property must also have integrity, which is defined as “the ability of a property to convey its significance.” The NRHP recognizes seven aspects or qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association (NPS, 1997).

The NHPA’s implementing regulations include a provision for early and effective communication with interested parties, such as Native American tribes. Under provision 36 CFR 800.2(c)(2)(ii)(A), the lead agency is responsible for contacting local Native American representatives and informing them of the

undertaking's intent and nature. The Native American representative is then provided "a reasonable opportunity to identify its concerns about historic properties; advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance; articulate its views on the undertaking's effects on such properties; and participate in the resolution of adverse effects."

Archaeological and Historic Preservation Act (54 U.S.C. 312501 to 312508)

The Archaeological and Historic Preservation Act of 1974 (AHPA) is a salvage bill that addresses the preservation of historical and archeological data that might otherwise be lost or destroyed through federally funded or licensed activities or programs. It requires all federal agencies, including loan and grant agencies, to preserve historic and archeological objects and materials that would otherwise be lost or destroyed as a result of their projects or licensed activities or programs. The AHPA applies to any agency whenever it receives information that a direct or federally assisted activity could cause irreparable harm to prehistoric, historic, or archaeological data. Up to 1 percent of project funds could be used to pay for salvage work. The AHPA authorizes additional funding to be made available for this purpose.

American Indian Religious Freedom Act (42 U.S.C. 1996; 48 CFR 44716)

The American Indian Religious Freedom Act of 1978 (AIRFA) protects the rights of Native Americans to exercise their traditional religions by ensuring access to sites, use and possession of sacred objects, and the freedom to worship through ceremonials and traditional rites. AIRFA is primarily a policy statement. AIRFA made it a policy to protect and preserve for American Indians, Eskimos, Aleuts, and Native Hawaiians their inherent right of freedom to believe, express, and exercise their traditional religions. AIRFA allows them access to sites, use and possession of sacred objects, and freedom to worship through ceremonial and traditional rights. It further directs various federal departments, agencies, and other instrumentalities responsible for administering relevant laws to evaluate their policies and procedures, in consultation with Native American traditional religious leaders, to determine changes necessary to protect and preserve Native American cultural and religious practices.

Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 Federal Register 44716)

The Secretary of the Interior's (SOI) Standards and Guidelines for Archeology and Historic Preservation (effective September 29, 1983) are not regulatory but provide technical advice to federal, state, and local agencies as well as organizations and individuals about archaeological and historic preservation activities and methods. The purposes of the SOI Standards and Guidelines are to organize information gathered about preservation activities; to describe the results to be achieved when planning for the identification, evaluation, registration, and treatment of historic properties; and to integrate the efforts of entities performing historic preservation into a systematic effort to preserve cultural heritage.

Secretary of the Interior's Standards for Rehabilitation (36 CFR 67.7)

The SOI Standards for Rehabilitation, as codified under 36 CFR 67, establish the criteria for certifying rehabilitation projects on historic structures under the Internal Revenue Service Preservation Tax Incentives Program. These criteria are used to determine if a rehabilitation project qualifies as a certified rehabilitation. The intent of the SOI Standards for Rehabilitation is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The SOI Standards for Rehabilitation pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior of historic buildings. The standards also encompass related landscape features and the building's site and environment, as well as attached,

adjacent, or related new construction. To qualify as a certified rehabilitation, the SOI must determine the project to be consistent with the historic character of the structure(s) and, in applicable cases, the historic district in which the structure is located. The economic and technical feasibility of a project is taken into consideration when applying the SOI Standards of Rehabilitation. A project becomes a certified rehabilitation only after it is completed and designated as such by the NPS.

Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (36 CFR 68)

The SOI Standards for the Treatment of Historic Properties (SOI Standards) provide guidance for grants-in-aid projects assisted through the National Historic Preservation Fund and for other federally assisted projects. The SOI Standards are used in planning, undertaking, and supervising grant-assisted projects for preservation, rehabilitation, restoration and reconstruction.

3.4.1.2 State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) is intended to prevent avoidable significant impacts to the environment by requiring feasible alternatives or mitigation measures. If cultural resources are identified within the Sepulveda Transit Corridor Project (Project) Study Area, the sponsoring agency must take those resources into consideration when evaluating project effects. The level of consideration may vary with the importance of the cultural resource.

The CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations [CCR], Sections 15000 et seq.) are administrative regulations developed to guide the implementation of CEQA and reflect the requirements set forth in the PRC. The CEQA Guidelines (Section 15064.5(a)) define a “historical resource” as the following:

- California properties formally determined eligible for, or listed in, the California Register of Historical Resources (CRHR).
- Those resources included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g).
- Those resources that a lead agency determines to be historically significant provided the determination is based on substantial evidence.
- Resources not listed in or previously determined eligible for listing in the state or local registers but determined by a lead agency as historical resources as defined in PRC Sections 5020.1(j) or 5024.1.

An archaeological resource may be determined to be a historical resource, as previously defined, or a “unique archaeological resource.” CEQA requires lead agencies to consider whether a project will impact unique archaeological resources. PRC Section 21083.2(g) defines a unique archaeological resource as “an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.

- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.”

If an archaeological resource is determined not to be a unique archaeological or a historical resource, “the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or [Environmental Impact Report] EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.”

California Register of Historical Resources

The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing historical resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. The CRHR consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. Properties eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. An altered property may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (CCR Section 4852 (c)). To be eligible for listing in the CRHR, a property must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California, or national history;
3. Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; and/or
4. Has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

The resource must also retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. While the enabling legislation for the CRHR is less rigorous regarding the issue of integrity than the NRHP, there is the expectation that properties reflect their appearance during their period of significance (PRC Section 4852). A resource less than 50 years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.

Health and Safety Code, Section 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disturbance of human remains is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the State of California Native American Heritage Commission (NAHC).

California Native American Historical, Cultural, and Sacred Sites Act

California PRC Sections 5097.9-5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. This law requires that if human remains are discovered, construction or excavation activity must cease, and the county coroner must be notified. If the remains are of a Native American, the coroner must notify the NAHC. The NAHC then notifies those persons most likely to be descended from the Native American whose remains were discovered. The California Native American Historical, Cultural, and Sacred Sites Act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Historical Resource and Archaeological Preservation under the California Public Resources Code

Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California PRC. California PRC Sections 5020-5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. California PRC Sections 5079-5079.65 define the functions and duties of the Office of Historic Preservation (OHP), which is responsible for the administration of the California Heritage Fund and federal- and state-mandated historic preservation programs. California PRC Section 1083.2(g) protects archaeological resources. California PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

California Code of Regulations, Title 14, Section 4307 (14 CCR § 4307)

14 CCR § 4307 prohibits the destruction, disturbance, mutilation, or removal of “earth, sand, gravel, oil, minerals, rocks, paleontological features, or features of caves.” Rockhounding, defined in Section 4301(v) as the recreational gathering of natural stones and minerals, including panning for gold, is permitted under Section 4307.

California Code of Regulations, Title 14, Section 1427 (14 CCR § 1427)

14 CCR § 1427 prohibits the collection or removal of any object or thing of archaeological or historical interest or value, and protects the physical site, location, or context in which the object or thing was found from disfigurement, defacement, or destruction.

California Public Resources Code 5097-5097.6: Project(s) on State Lands

The California Public Resources Code (CRC) 5097 addresses projects on state lands, defined as “lands owned by, or under the jurisdiction of, the state or any state agency,” other than “lands owned by, or under the jurisdiction of, a city, county, or district, or fire trails under the jurisdiction of the Division of Forestry in the Department of Conservation.”

- CRC 5097.1. General plans indicating the nature of any major works project on state lands, including the project’s location and proposed excavations, may be submitted to the California Department of Parks and Recreation (DPR) by the state agency proposing the project, or on whose behalf the project is to be constructed, prior to the commencement of construction.

- CRC 5097.2. DPR, upon receipt of plans for a proposed project, may conduct an archaeological site survey to determine whether cultural resources are present and shall submit recommendations concerning the “preservation, photographing, recording, or excavation for, any archaeological, paleontological, or historical features” to the state agency proposing to construct the project.
- CRC 5097.3. After receiving recommendations from DPR, the state agency may undertake, or contract with DPR to undertake, the surveys, excavations, or other operations deemed necessary to preserve or record the cultural resources on the lands.
- CRC 5097.4. Archaeological programs carried out by DPR shall not impair, impede, or delay state construction projects.
- CRC 5097.5. The willful excavation, removal, destruction, injury, or defacement of prehistoric and historic resources on public lands is prohibited, unless expressly authorized by the public agency with jurisdiction over the lands. This includes burial grounds, paleontological sites, fossilized footprints, inscriptions made by human agency, and rock art. Section 5097.5(a) through (f) describe the legal consequences if a person violates Section 5097.4; such consequences include a misdemeanor conviction punishable by a fine not to exceed \$10,000, imprisonment not to exceed one year, or both.
- CRC 5097.6. Expenditures to support California Public Resource Code 5097 shall be made in accordance with legislative appropriation or by contract with other state agencies.

3.4.1.3 Regional

County of Los Angeles Historic Preservation Ordinance

Preservation of cultural resources in unincorporated Los Angeles County is governed by the County’s Historic Preservation Ordinance 22.124.070. The ordinance identifies that a structure, site, object, tree, landscape, natural land feature, and/or historic district may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:

- 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
- Associated with the lives of persons who are significant in the history of the nation, state, county, or community in which it is located
- 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
- 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
- Listed, or has been formally determined eligible by the United States NPS for listing, in the NRHP, 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.

Exceptional resources that are less than 50 years of age may also be designated landmarks.

3.4.1.4 Local

The City of Los Angeles's Historic Preservation Ordinance establishes a local register and a Historical Landmarks and Records Commission (HLRC) to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the HLRC for appropriateness.

City of Los Angeles Cultural Heritage Ordinance

The City of Los Angeles's Historic Preservation Ordinance establishes a local register and an HLRC to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the HLRC for appropriateness.

The City of Los Angeles's Cultural Heritage Ordinance, initially adopted in 1962 and most recently amended in 2018, governs cultural resources preservation in the city. The ordinance created the City of Los Angeles Cultural Heritage Commission and allows for the nomination of Los Angeles Historic-Cultural Monuments (LAHCMs). An LAHCM is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City of Los Angeles so designated by the City Council upon the recommendation of the Cultural Heritage Commission that meets at least one of the following criteria:

- 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
- Associated with the lives of historic 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 his or her age.

Ordinance No. 185472 amended Section 22.171 of Article 1, Chapter 9, Division 22 of the Los Angeles Administrative Code to clarify LAHCM designation criteria, enhance due process and notification procedures affecting property owners, and provide for extensions of time limits.

City of Santa Monica Landmarks and Historic Districts Ordinance

On March 24, 1976, the City of Santa Monica Council approved the Landmarks and Historic Districts Ordinance (Santa Monica Municipal Code Chapter 9.56). The ordinance created the City of Santa Monica Landmarks Commission and empowered it to identify resources and make recommendations to the city council regarding their significance. The city council may then designate two classes of resource – Structures of Merit and Landmarks. Of the two, Landmarks are of greater significance. In addition, the ordinance empowers the city council to identify historic districts, as described in the following information.

A resource may be designated a Structure of Merit if the Landmarks Commission determines that it merits official recognition because it has one of the following characteristics:

- The structure has been identified in the City of Santa Monica’s Historic Resources Inventory.
- The structure is a minimum of 50 years of age and meets one of the following criteria:
 - The structure is a unique or rare example of an architectural design, detail, or historical type.
 - The structure is representative of a style in the City of Santa Monica that is no longer prevalent.
 - The structure contributes to a potential Historic District.

The Landmarks Commission may approve the landmark designation of a structure, improvement, natural feature, or an object if it finds that it meets one or more of the following criteria:

- Exemplifies, symbolizes, or manifests elements of the cultural, social, economic, political or architectural history of the City of Santa Monica
- Has aesthetic or artistic interest or value, or other noteworthy interest or value
- Identified with historic personages or with important events in local, state or national history
- Embodies distinguishing architectural characteristics valuable to a study of a period, style, method of construction, or the use of indigenous materials or craftsmanship, or is a unique or rare example of an architectural design, detail, or historical type valuable to such a study
- A significant or a representative example of the work or product of a notable builder, designer, or architect
- Has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City of Santa Monica

A geographic area or a noncontiguous grouping of thematically related properties may be designated a historic district if the City council finds that such area meets one of the following criteria:

- Any of the criteria identified in Section 9.56.100(A)(1) through (6)
- A noncontiguous grouping of thematically related properties or a definable area possessing a concentration of historic, scenic, or thematic sites, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality
- 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
- Has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City of Santa Monica

City of Los Angeles, Municipal Code, Chapter 1, Article 2, Section 12.20.3 (Ordinance No. 175891), 1979 (Amended 2004)

City of Los Angeles Ordinance No. 175891 contains procedures for the designation and protection of new Historic Preservation Overlay Zones (HPOZs) for any area of the City with buildings, structures, landscaping, natural features, or lots having historic, architectural, cultural, or aesthetic significance. The City of Los Angeles aims to identify and protect the distinctive architectural and cultural resources of the City of Los Angeles’s historic neighborhoods by designating some neighborhoods as HPOZs, that is, as local historic districts. Any new projects in a neighborhood with the HPOZ designation must complement that neighborhood’s historic character. Ordinance No. 174891 describes the powers and duties of HPOZ

boards and the review processes for projects within HPOZs. The City Department of Planning establishes and administers HPOZs in concert with the city council.

City of Los Angeles, General Plan, Conservation Element, 2001

The Conservation Element in the City of Los Angeles General Plan (DCP, 2001) contains the following objectives pertaining to the protection of the archaeological, paleontological, cultural, and historic resources in the city:

- Protect the City of Los Angeles's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.
- Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

The identification and protection of significant archaeological and paleontological sites and/or resources known to exist or identified during land development, demolition, or property modification activities is to be achieved through the establishment of permit processing, monitoring, enforcement, and periodic revision of regulations and procedures by the departments of Building and Safety, City Planning, and Cultural Affairs (DCP, 2001).

3.4.2 Methodology

3.4.2.1 Resource Study Area

The Cultural Resource Study Area (RSA) for this cultural resource assessment was delineated based on the proposed physical configuration of the project alternatives and maintenance and storage facility (MSF) sites (Figure 3.4-1 through Figure 3.4-5).

The Archaeological RSA includes areas where temporary or permanent ground disturbance may occur. The Archaeological RSA includes all proposed ROW and acquisition and construction areas, TBM launch sites, stations, and power substations; parking facilities; and MSF sites.

The Built Environment RSA is defined as the area necessary to construct, operate, and maintain the Project alternatives, and includes all proposed right-of-way (ROW) and acquisition and construction areas; staging areas; and all parcels adjacent to permanent site improvements and facilities, including tunnel boring machine (TBM) launch sites, stations, and power substations; parking facilities; and MSF sites and buildings. Where new infrastructure requires above-grade elements, such as overhead contact systems, elevated structures, sound walls, stations, or other equipment, the Built Environment RSA includes the first tier of parcels or buildings adjacent to the alignment footprint within a reasonable viewshed of the new construction, as the new infrastructure could potentially cause visual, audible, or atmospheric changes that impact the setting of nearby historical resources. Property acquisitions and adjacent areas where the Project could indirectly affect historical resources through impacts such as noise, vibration, or visual changes are also considered. The Built Environment RSA covering the underground alignments was exempted for historical resources because no construction impacts or permanent visual impacts to these resources would occur. This exclusion does not apply to archaeological resources, which are addressed separately.

The RSA for archaeological and historical resources is documented on a series of maps provided in Attachment 1 of the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

Figure 3.4-1. Alternative 1: Resource Study Area Overview



Source: HTA, 2024

Figure 3.4-2. Alternative 3: Resource Study Area Overview



Source: HTA, 2024

Figure 3.4-3. Alternative 4: Resource Study Area Overview



Source: HTA, 2024

Figure 3.4-4. Alternative 5: Resource Study Area Overview



Source: HTA, 2024

Figure 3.4-5. Alternative 6: Resource Study Area Overview



Source: HTA, 2024

3.4.2.2 Interested Party Consultation

In preparing this DEIR, the Los Angeles County Metropolitan Transportation Authority (Metro) sought information, as appropriate, from individuals and organizations likely to have knowledge of, or concerns about, cultural resources in the RSA to identify issues related to potential impacts on historical and archaeological resources. In 2024, letters were sent to the following listed parties, describing the RSA and providing U.S. Geological Survey (USGS) topographic maps of the Project alternatives. The full contact information, addresses, and correspondence received are provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

- Bel Air Neighborhood Association
- California African American Museum
- California Historical Society
- California State Railroad Museum
- Electric Railway Historical Association of Southern California
- Getty Center
- Hammer Museum
- Historic Landmarks and Records Commission Los Angeles County
- Historical Society of Southern California
- Jewish Historical Society of Southern California
- Los Angeles City Historical Society
- Los Angeles Conservancy
- Los Angeles County Department of Regional Planning
- Los Angeles National Cemetery
- Natural History Museum of Los Angeles County
- North Westdale Neighborhood Association
- San Fernando Historical Society
- Sherman Oaks Neighborhood Council
- University of California, Los Angeles (UCLA)
- Van Nuys Neighborhood Council
- West Los Angeles Sawtelle Neighborhood Council
- West Los Angeles Veterans Affairs (VA) Medical Center
- Westwood Neighborhood Council

3.4.2.3 Archival Research

Archaeologists, Historians, and Architectural Historians who meet the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations [CFR] Part 61) and are familiar with the RSAs' resources and research considerations conducted the archival analysis for this analysis.

South Central Coastal Information Center Records Search

A records search for the Project Study Area was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System, California State University, Fullerton in February 2022 and March 2023. The SCCIC, an affiliate of the California OHP, is the official state repository of cultural resources records and studies for Los Angeles County. The search included a review of all recorded prehistoric archaeological sites within a 0.5-mile radius of the Archaeological RSAs for Alternatives 1 through 6 and a review of all recorded historic archaeological and architectural sites and cultural resource reports on file within a 500-foot radius of the Archaeological RSAs for

Alternatives 1 through 6. In addition, California Points of Historical Interest, California Historical Landmarks (CHL), CRHR, National Register of Historic Places (NRHP), California State Historic Resources Inventory, and local registers were reviewed. Historical USGS topographic quadrangle maps were also reviewed.

Built Environment Resources Directory

In addition to information from the SCCIC, a search of the Built Environment Resources Directory (BERD) was conducted. The BERD is an inventory of historical resources maintained by the California OHP and contains many built resources that are not found on the SCCIC's maps.

3.4.2.4 Field Survey

A targeted field survey was conducted on April 10 through 12, 2023 and April 17 through 19, 2023 by qualified Architectural Historians and Archaeologists (36 CFR Part 61) to identify cultural resources in the RSA.

Historical Resources

Due to the underground nature of sections of project alternatives, the built environment survey focused on proposed aboveground station locations, TBM launch and retrieval sites, construction staging areas, MSF sites, and the aerial portions of all alternatives within the Built Environment RSA. The built environment survey was undertaken to identify architectural resources, which include the human-made features that make up the recognizable built environment. Resources typically include extant aboveground buildings and structures that date from the earliest territorial settlements until the present day.

The built environment survey included all buildings and structures that would meet the 50-year threshold for NRHP and CRHR eligibility consideration at the anticipated completion of construction in 2045, plus an additional 12-year buffer that allows for unexpected delays and implementation. Accordingly, the historic period was defined as any building or structure constructed in 1985 or earlier. Years of construction were identified using Los Angeles County Tax Assessor information and were verified in field and via desktop surveys. All historical resources newly identified during the survey were formally recorded on DPR series 523 forms (refer to Attachment 4 of the *Appendix G: Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* for DPR 523 forms). DPR updates on previously recorded properties were also prepared as needed. Historic age properties that were identified as ineligible resources were exempted from evaluation by SOI qualified architectural historians (refer to Attachment 5 of the *Appendix G: Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* for the Properties Exempted List).

Archaeological Resources

The archaeological field survey covered accessible areas of exposed ground surface of the project footprint where near-surface ground disturbance is proposed. Because most of the Archaeological RSA is developed, a desktop review of aerial photographs was conducted prior to the survey to identify potential areas with exposed ground surface that could be inspected for evidence of material culture. Satellite imagery was used to map undeveloped lots and landscaped areas along roads, sidewalks, and other public areas in the Archaeological RSA that could be examined for traces of archaeological resources.

Archaeological resources represent evidence of past human behavior and include portable artifacts such as stone tools, glass bottles, and tin cans; non-portable "features" such as cooking hearths, foundations,

and privies; and residues such as food remains and charcoal. Archaeological remains can be virtually any age, from recent historic-period materials to prehistoric deposits that are thousands of years old.

Unpaved areas within station locations, TBM launch and retrieval sites, and construction staging areas, as well as locations identified during the desktop review, were inspected closely during the archaeological survey. Where necessary, transects of up to 50 feet wide were walked along unpaved areas.

3.4.2.5 Impact Analysis

Section 15064.5 of the CEQA Guidelines provides standards for determining what constitutes a “substantial adverse change” that must be considered a significant impact on archaeological or historical resources. In particular, a “substantial adverse change” in the significance of a historical resource means “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, 14 California Code of Regulations [CCR] Section 15064.5 [b][1]). The significance of a historical resource is materially impaired when a project demolishes or adversely alters its physical characteristics that convey its historical significance and justify its inclusion in the NRHP and/or CRHR, a local register, or a historical resources survey, unless a preponderance of evidence shows the resource is not historically or culturally significant.

Operation

Operational and maintenance activities from new rail/monorail traffic would introduce vibration, noise, and visual intrusions that could cause a substantial adverse change in the significance of historical resources, unique archaeological resources, and/or tribal cultural resources. Depending on the nature and extent of vibration impacts for each Project alternative, as identified through the noise and vibration analysis provided in Section 5.09, physical damage to resources due to vibration may constitute a significant impact under CEQA. Visual, audible, and atmospheric impacts from Project operation have potential to cause a significant impact under CEQA, if Project operation indirectly alters the setting or feeling of a resource. A viewshed analysis identifies visual impacts (refer to Section 3.1). The assessment of operational impacts considers the context and integrity of identified resources to determine if Project operation would materially impair the significance of a historical resource or unique archaeological resource.

Construction

Construction activities pose the greatest risk of physical demolition, destruction, relocation, or alteration of historical resources, and/or unique archaeological resources. Generally, the assessment of impacts to these resources involves review of the construction footprint and designs for each Project alternative to determine if any known historical resources or unique archaeological resources are within the construction footprint or subject to construction effects. Impacts to historic properties would occur if vibration generated by Project construction would result in vibration levels that would result in vibration damage. Vibration damage is important in the context of historic properties because it has the potential to degrade their historic character. Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025b) and Section 5.09, Noise and Vibration, for more information on potential vibration damage to historic structures. The potential to encounter and impact unknown buried resources is assessed based on cultural resource records search results, archival research, and professional judgment.

3.4.2.6 CEQA Thresholds of Significance

For the purposes of this DEIR impacts are considered significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of dedicated cemeteries.

3.4.3 Project Measures

No project measures are recommended related to historic and archaeological resources.

3.4.4 Existing Conditions

3.4.4.1 Project Study Area

Communities within the Project Study Area

The historical profiles of the communities located within the Project Study Area are provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). The communities are organized from south to north, and include Mar Vista, Brentwood, Westwood, Bel-Air, Encino, Sherman Oaks, Van Nuys, and Panorama City. In addition to these communities, other areas of significance for the historical and archaeological context include the Stone Canyon Reservoir, located in Bel-Air, the West Los Angeles VA Campus and UCLA, located in Brentwood and Westwood, respectively, and U.S. Highway 66, which historically extended east to west along Interstate 10 at the northern boundary of Mar Vista.

Archival Research

South Central Coastal Information Center Records Search

The SCCIC records search identified 196 previous cultural resources studies within a 0.5-mile radius of all five Archaeological RSAs defined within the Project Study Area. The records search also identified 10 previously recorded archaeological sites in or within 0.5 miles of the Archaeological RSAs (Table 3.4-1) and 34 previously recorded built environment resources within a 500-foot radius of the five Archaeological RSAs (Table 3.4-2). A table documenting the results of the SCCIC records search for all Archaeological and Built Environment RSAs delineated within the Project Study Area is included in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

Table 3.4-1. SCCIC Previously Recorded Archaeological Resources in Project Study Area

Primary Number (P-19-)	Resource Description	Construction Date/Time Period	Eligibility Evaluation/NRHP Status Code	Inside Alternative RSA
003803	Santa Monica Air Line Railroad Segment	1875	3S	1, 3, 4, 5, 6
000382	Kuruvungna/Serra Springs – Native American Village; historically significant springs; historic high school; prehistoric and historic artifacts and historic foundations	Prehistoric; 1770s; 1924-1960s	5	1, 3, 4, 5, 6
003336	Historic refuse deposit	Circa 1850s to 1900	7	1, 3, 4, 5, 6
004667	Historic refuse deposit	1929-1935	7	1, 3, 4, 5, 6
004668	Historic refuse deposit	1940-1960	6	1, 3, 4, 5
004669	Prehistoric shell and groundstone; historic refuse deposit; brick-lined dry well	Prehistoric; 1910s-1960s	7	1, 3, 4, 5, 6
004670	Historic refuse deposit	1931-1968	7	3, 6
004864	Historic refuse deposit	1880-1920	7	3, 4, 5, 6
004865	Historic refuse deposit	1899-1906	7	3, 4, 5, 6
100029	Isolated sun colored amethyst glass fragment	Historic	6Z	1, 3, 4, 5, 6

Source: HTA, 2024

NRHP = National Register of Historic Places

RSA = Resource Study Area

Notes:

- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- 6Z Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.

Table 3.4-2. SCCIC Previously Recorded Built Environment Resources in Project Study Area

Primary Number (P-19-)	Resource Name	Construction Date/Time Period	Eligibility Evaluation/NRHP Status Code	Alternatives
173043	Los Angeles Veterans Administration Medical Center Historic District and National Cemetery	1923-1953	3	1, 3
173148	Los Angeles Department of Water and Power Westwood Distribution	1933	7N	1, 3, 6
173149	Engine Co. #37	circa 1942	7	1, 3
173150	1222 Veteran Avenue	1938	7N	1, 3, 6
173163	UCLA Greenhouse Complex Building. #1	1930-1955	6 - Demolished	1, 3, 4, 5, 6
173164	UCLA Greenhouse Complex Building. #2	1930-1955	6 - Demolished	1, 3, 4, 5, 6
173165	UCLA Greenhouse Complex Building. #3	1930-1955	6 - Demolished	1, 3, 4, 5, 6
173166	UCLA Greenhouse Complex Building. #4	1930-1955	6 - Demolished	1, 3, 4, 5, 6
173535	Fox Westwood Village Theatre	1931	7	1, 3, 4, 5, 6
174110	Ralphs Grocery Store	1933	1S	1, 4, 5, 6
175802	UCLA District	1929-1935	2S2	1, 3, 4, 5, 6
180601	Daughters of the American Revolution Trees	1929	6	1, 3, 4, 5, 6
187565	Mulholland Drive over SR 405 Bridge	1959	3	1, 3

Primary Number (P-19-)	Resource Name	Construction Date/Time Period	Eligibility Evaluation/NRHP Status Code	Alternatives
187951	USAR Center, Daniels Hall	1958	7	1, 3, 4, 5
188093	Sepulveda Flood Control Dam	1939	3	1, 3
188227	Weyburn-Classic Building	1936	6Y	1, 3, 4, 5, 6
188473	7102 Sepulveda Boulevard	1963	6Y	4, 5
188905	Sepulveda Boulevard Bridge #53-1099S	1959	6Y	1, 3
189273	Linde Medical Building	1962/1968	8	1, 3, 4, 5, 6
189274	Westwood Federal Building	1966	3	1, 3
189764	Westdale Savings and Loan	1961	3	4, 5
189982	UCLA, Rehabilitation Center	1963	3S	1, 3, 6
190024	11154 Exposition Boulevard	1944	6Y	1, 3
190024	11151 Exposition Boulevard	1941	6Y	4
190024	11150 Exposition Boulevard	1940	6Y	5
190025	11162 Exposition Boulevard	1942	6Z	1, 3
190025	11159 Exposition Boulevard	1939	6Z	4
190025	11158 Exposition Boulevard	1938	6Z	5
190026	11174 Exposition Boulevard	1941	6Z	1, 3
190026	11171 Exposition Boulevard	1938	6Z	4
190026	11170 Exposition Boulevard	1937	6Z	5
190058	641-647 N Sepulveda Boulevard	1965	6Y	1
190042	Upper Stone Canyon Reservoir	1954	6Y	6
190591	UCLA-Ackerman Hall	1966	6Y	1, 3, 4, 5, 6

Source: HTA, 2024

NRHP = National Register of Historic Places
 SCCIC = South Central Coastal Information Center
 UCLA = University of California, Los Angeles
 USAR = United States Army Reserve

Notes:

- 1S Individual property listed in the NRHP by the Keeper of the NRHP. Listed in the California Register of Historical Resources (CRHR).
- 2S2 Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.
- 3 Appears eligible for NRHP to person completing or reviewing form.
- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 6 Determined ineligible for listing in the NRHP.
- 6Y Determined ineligible for NRHP by consensus through Section 106 process – Not evaluated for CRHR or local listing.
- 6Z Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.
- 7N Needs to be reevaluated (formerly NRHP Status Code 4).

Built Environment Resources Directory

The BERD search identified a total of 87 resources within the five Built Environment RSAs defined within the Project Study Area. The tabulated results of the BERD search are provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). The BERD search results for each Built Environment RSA are summarized as follows:

- Alternative 1 Built Environment RSA: 38 built environment resources
- Alternative 3 Built Environment RSA: 38 built environment resources
- Alternative 4 Built Environment RSA: 21 built environment resources
- Alternative 5 Built Environment RSA: 6 built environment resources
- Alternative 6 Built Environment RSA: 11 built environment resources

Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 54 resources within the five Built Environment RSAs defined within the Project Study Area. The tabulated results of the HistoricPlacesLA search are provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). The HistoricPlacesLA search results for each Built Environment RSA are summarized as follows:

- Alternative 1 Built Environment RSA: 22 built environment resources
- Alternative 3 Built Environment RSA: 18 built environment resources
- Alternative 4 Built Environment RSA: 26 built environment resources
- Alternative 5 Built Environment RSA: 25 built environment resources
- Alternative 6 Built Environment RSA: 28 built environment resources

Field Surveys

Targeted field surveys for built environment and archaeological resources were conducted by qualified Architectural Historians and Archaeologists who meet the SOI's Professional Qualifications Standards (36 Code of Federal Regulations Part 61) to identify cultural resources in the Cultural RSAs.

Architectural Historians conducted a built environment survey from April 10 through 12, 2023, to identify resources in the Built Environment RSAs for Alternatives 1 through 6. Surveys were conducted within the public ROW. Surveyors observed and photographed potential historical resources, collected information on visible alterations based on background information, and assessed the historic integrity of these properties.

Archaeologists conducted a pedestrian survey from April 17 through 19, 2023, of accessible exposed ground surfaces within the Archaeological RSAs for Alternatives 1 through 6 that were previously identified during a pre-field desktop review. A few of accessible undeveloped lots, predominantly near Interstate 405 (I-405) on-ramps and off-ramps, were surveyed in 50-foot transects. However, most exposed surfaces consisted of narrow landscaping elements that were too small to require transects. In a few instances, exposed ground surface areas identified in the desktop review could not be safely accessed due to steep slopes, vehicle hazards, or being located on locked private property. Where locations could not be subject to pedestrian survey, a visual inspection was conducted to identify any potential visible archaeological resources.

Visibility across the accessible survey locations varied from over 90 percent in landscaping elements with little to no vegetation, to less than 20 percent in areas with dense vegetation. Most of the survey areas consisted of relatively flat surfaces; however, in areas along the I-405 corridor, steep slopes were

observed that presented some access issues. Observed soils varied across the survey area but generally consisted of heavily disturbed native soil or imported fill. Vegetation consisted of non-native grasses and non-native landscaping plants, including trees, shrubs, and flowers. Modern or temporally undiagnostic refuse was observed in many locations and included plastic or paper food and beverage container waste, glass fragments, building materials (brick, concrete, tile, etc.), and various metal scrap.

Built Environment Resources Within the Resource Study Areas

Table 3.4-3 presents the built environment historical resources identified within the individual Alternative RSAs. This list of resources was compiled based upon archival research and field survey data collection as described in the preceding sections. For the graphics that correspond to the map reference numbers identified in Table 3.4-3, refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

Table 3.4-3. Historical Resources in Built Environment Resource Study Areas

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1956	1, 3, 4, 5, 6
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958	1, 3, 4, 5, 6
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959	1, 3, 4, 5, 6
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959	1, 3, 4, 5, 6
5	Southern Pacific Railroad Warehouse	NA	7766 Van Nuys Boulevard	The Southern Pacific Railroad Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the post-World War II railroad development and the Southern Pacific Railroad's transition to diesel locomotive engines.	1947	1, 3, 4, 5, 6
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1954	1, 3, 4, 5
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1967	1, 3, 4, 5
8	The Performing Arts Center	NA	7735 Sepulveda Boulevard	The Performing Arts Center located at 7735 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Google design.	1961	4, 5
9	Valley Animal Hospital	NA	7721 Sepulveda Boulevard	The Valley Animal Hospital building located at 7721 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1968	4, 5



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
10	Lancer Lion II Apartments	NA	7657 Sepulveda Boulevard	The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Live Better Electrically and Medallion Homes program and the electrical history of Los Angeles.	1964	4, 5
11	Air Raid Siren No. 110	NA	Northeast corner of Covello Street and Sepulveda Boulevard	The Air Raid Siren No. 110 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	1940	4, 5,
12	Sherman Way Street Trees	NA	Along either side of Sherman Way between Woodley Avenue and Sherman Cir.	The Sherman Way Street Trees are eligible for listing in the local register; significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.	1911-1913	1, 3, 4, 5
13	6833 Sepulveda Boulevard	NA	6833 Sepulveda Boulevard	The multi-family building located at 6833 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1967	4, 5
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.	1911-1913	1, 3, 4, 5
17	6160 Sepulveda Boulevard	NA	6160 Sepulveda Boulevard	The industrial property located at 6160 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar industrial development of Van Nuys.	1953	4, 5

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	The Air Raid Siren No. 117 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	1940	3, 4, 5
19	Cabana Motel	NA	5764 Sepulveda Boulevard	The Cabana Motel located at 5764 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	1946	3, 4, 5
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	The El Cortez Motel located at 5746 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	1949	3, 4, 5
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	The multi-family building located at 5724 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1959	3, 4, 5
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1962	3, 4, 5
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	The residential building located at 5450 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey design.	1953	3, 4, 5
24	Cathedral of St. Mary Church	NA	5335 N. Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N. Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	1961	3, 4, 5



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Army Reserves in Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	1959	3, 4, 5
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multi-family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	1952	3, 4, 5
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964	1, 3, 4
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP CRHR, and the local register at the local level; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964	1, 3, 4
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its International Style design.	1964	1, 3, 4
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP; significant under Criterion C for its International Style design.	1964	1, 3, 4, 5
32	Sherman Oaks Circle Historic District	NA	Between Firmament Avenue and I-405	The Sherman Oaks Circle Historic District is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 as a residential subdivision that reflects both pre- and post-World War II residential development and architectural styles.	1928-1960	1, 3



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its International Style design.	1970	1, 3, 4, 5
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1950	1, 3, 4, 5
36	4506 Saugus Avenue	NA	4506 Saugus Avenue	The multi-family building located at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	1977	3, 5
37	15224 Dickens Street	NA	15224 Dickens Street	The multi-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival design.	1948	1, 3, 4, 5
38	15564 Briarwood Drive	NA	15564 Briarwood Drive	The residential building located at 15564 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	1956	3, 4
39	15573 Briarwood Drive	NA	15573 Briarwood Drive	The residential building located at 15573 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	1955	4
40	3754 N Scadlock Lane	NA	3754 N Scadlock Lane	The residential building located at 3754 N Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1958	1, 3, 4
41	3700 N Scadlock Lane	NA	3700 N Scadlock Lane	The residential building located at 3700 N Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1958	1, 3, 4
42	3666 N Scadlock Lane	NA	3666 N Scadlock Lane	The residential building located at 3666 N Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1957	1, 3, 4



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
43	3601 Scadlock Lane	NA	3601 Scadlock Lane	The residential building located at 3601 Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1958	1, 3
44	Bill's Valley Car Wash	NA	7530 Van Nuys Boulevard	The Bill's Valley Car Wash located at 7530 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its role in the commercial and industrial development of Van Nuys and under Criterion C/3 for its Googie design.	1962	6
45	Tacos Mexico	NA	7140 Van Nuys Boulevard	The Tacos Mexico building located at 7140 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as a late, and rare, example of Mimetic architecture in Los Angeles; originally designed as an Arby's restaurant and resembled a covered wagon.	1968	6
46	Bank of America	NA	6551 N Van Nuys Boulevard	The Bank of America building located at 6551 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its New Formalist design.	1967	6
47	Van Nuys Utilities Center	NA	6550 N Van Nuys Boulevard	The Van Nuys Utilities Center located at 6550 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 as an unusual example of a Department of Water and Power office building that included an auditorium for demonstrating new electrical appliances, professionals who offered advice and assistance for remodeling homes, displays of the latest home appliances, and a customer service center; and under Criterion C/3 for its Modern design.	1956	6
48	Firestone	NA	6530 N Van Nuys Boulevard	The Firestone building located at 6530 N Van Nuys Boulevard is eligible for local register listing and is significant as reflecting the corporate architecture created for Firestone, which has been in continuous operation at this location since 1946.	1946	6

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
49	Hart's Pawn Shop	NA	6362 N Van Nuys Boulevard	The commercial building located at 6362 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its commercial block design.	1936	6
50	Owl-Rexall Drug Co.	NA	6353 N Van Nuys Boulevard	The Owl-Rexall Drug Co. building located at 6353 N Van Nuys Boulevard is eligible for local register listing and is significant as a rare example of a 1930s variety store in Van Nuys that illustrates the rapid commercial development of Van Nuys Boulevard during the prewar period.	1939	6
51	Chase Bank	NA	6300 N Van Nuys Boulevard	The Chase Bank building located at 6300 N Van Nuys Boulevard is eligible for local register listing and is significant as an example of Mid-century Modern commercial architecture with New Formalist elements, designed by notable local architect Peter J. Holdstock.	1968	6
52	Happy Dogs	NA	6235 N Van Nuys Boulevard	The Happy Dogs restaurant is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Google design.	1954	6
53	6203 N Van Nuys Boulevard	NA	6203 N Van Nuys Boulevard	The commercial building located at 6203 N Van Nuys Boulevard is eligible for local register listing and is significant as an example of a 1920s mixed-use building located on a prominent corner on a historic Streetcar route.	1926	6
54	San Fernando Valley Administrative Center Historic District (Van Nuys State Office Building, Van Nuys State Building)	NA	6162 N Van Nuys Boulevard	The Van Nuys State Office Building is a contributing resource to the San Fernando Valley Administrative Center Historic District which is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 as the City of Los Angeles' government administrative center for the San Fernando Valley, developed primarily during the postwar period.	1984	6
55	5958 Van Nuys Boulevard	NA	5958 Van Nuys Boulevard	The commercial building located at 5958 Van Nuys Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion C/3 for its One-Part Commercial Block design.	1937	6



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
56	Rob's Car Wash	NA	5328 N Van Nuys Boulevard	The Rob's Car Wash located at 5328 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	c. 1960	6
57	Stanley Burke's/Corky's Restaurant and Sign; The Lamplighter	NA	5037-5053 N Van Nuys Boulevard	The local register listed Stanley Burke's/Corky's Restaurant and Sign (LAHCM No. 1215) is significant under local register criteria as a purpose-built 1950s diner on a major commercial corridor in Sherman Oaks.	1958	6
58	Sherman Oaks Plaza Building	NA	4955 N Van Nuys Boulevard	The Sherman Oaks Plaza Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as a late example of a Corporate International-style office building designed by notable local architect Maxwell Starkman.	1968	6
59	4449 Van Nuys Boulevard	NA	4449 Van Nuys Boulevard	The commercial building located at 4449 Van Nuys Boulevard is eligible for local register listing and is significant for its Two-Part Commercial Bock design.	1947	6
60	Deauville House	NA	2212 N Linda Flora Drive	The Deauville House is eligible for local register listing significant for its Storybook Ranch design and as work of a master architect, Earl C. Rahn.	1951	4, 5
61	1711 N Stone Canyon Road	NA	1711 N Stone Canyon Road	The residential building located at 1711 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1961	4, 5
62	1780 N Stone Canyon Road	NA	1780 N Stone Canyon Road	The residential building located at 1780 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Ranch design.	1961	4, 5
63	661 N Stone Canyon Road	NA	661 N Stone Canyon Road	The residential building located at 661 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1935	4, 5



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
64	Miller Residence	NA	10615 W Bellagio Road	The Miller Residence located at 10615 W Bellagio Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design and as the work of a master, Wallace Neff. The resource was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For this Project, this resource is considered a historical resource for the purposes of CEQA.	1939	4, 5
65	Ethel Guiberson/Hannah Carter Japanese Garden	NA	10619 West Bellagio Road	The local register-listed Ethel Guiberson/Hannah Carter Japanese Garden (LAHCM No. 1141) is significant under local register criteria for its landscape architecture.	1961	4, 5
66	The John Thomas Dye School	NA	11414 Chalon Road	The John Thomas Dye School is eligible for the listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with educational development in Bel Air, and under Criterion B/2 for its association with the professional lives and careers of Cathryn Robberts Dye and John Thomas Dye II.	1949	3
67	10940 Weyburn Avenue	NA	619 Sarbonne Road	The residential building located at 619 Sarbonne Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	1941	3
68	10811 Ambazac Way	NA	10811 Ambazac Way	The residential building located at 10811 Ambazac Way is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey Revival design.	1931	3
69	121 N Udine Way	NA	121 N Udine Way	The residential property located at 121 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For this Project, this resource is considered a historical resource for the purposes of CEQA.	1929	4, 5, 6

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
70	120 N Udine Way	NA	120 N Udine Way	The residential property located at 120 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For this Project this resource is considered a historical resource for the purposes of CEQA.	1936	4, 5, 6
71	Marymount High School (Main Administration Building, including Chapel and Auditorium)	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register-listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	1961	3, 4, 5, 6
72	UCLA Historic District	P-19-175802	encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	1929-1937	1, 3, 4, 5, 6
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the history of UCLA and under Criterion C/3 for its Modern design.	1961	1, 3, 4, 5, 6
74	11752 Bellagio Road	NA	11752 Bellagio Road	The multi-family residential building located at 11752 Bellagio Road is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1974	1
75	11734 Bellagio Road	NA	11734 Bellagio Road	The multi-family residential building located at 11734 Bellagio Road is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1951	1



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
76	11728 Bellagio Road	NA	11728 Bellagio Road	The multi-family residential building located at 11728 Bellagio Road is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1953	1
77	650 N. Sepulveda Boulevard	NA	650 N. Sepulveda Boulevard	The commercial building located at 650 N. Sepulveda Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival design.	1947	1
78	Acanto Street Historic District	NA	Acanto Street	The Acanto Street Historic District is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern Stucco Box/Dingbat designs.	1948-1957	1
79	11371 Ovada Place	NA	11371 Ovada Place	The residential building located at 11371 Ovada Place is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Ranch design.	1952	1
80	11378 Ovada Place	NA	11378 Ovada Place	The commercial property located at 11378 Ovada Place is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Classical Revival design.	1948	1
81	11398 Thurston Circle	NA	11398 Thurston Circle	The residential building located at 11398 Thurston Circle is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Cape Cod/Ranch design.	1976	1
82	Holiday Inn (Hotel Angeleno)	NA	170 Church Lane	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1970	1
83	University Crest Historic District	NA	Bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Boulevard to the west	The University Crest Residential Historic District is eligible for listing in the NRHP and CRHR significant under Criterion A/1 as an excellent example of residential suburban planning and development from the early automobile era in Westwood, and under Criterion C/3 for its cohesive collection of Period Revival residential architecture.	1920-1959	1



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
84	11284 Montana Avenue	NA	11284 Montana Avenue	The multi-family residential building located at 11284 Montana Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1953	1
85	522 S. Sepulveda Boulevard	NA	522 S. Sepulveda Boulevard	The residential building located at 522 S. Sepulveda Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Contemporary design.	1968	1, 3
86	West Los Angeles Veterans Affairs Historic District	P-19-173043	11301 Wilshire Boulevard	The historic district is listed in the NRHP under Criterion A and C for its association with the government's development of veterans health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.	1888	1, 3
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	1960	1, 3, 4, 5, 6
88	Engine Company #37	P-19-173149	1090 Veteran Avenue	The building is eligible under NRHP and CRHR Criterion A/1 and C/3; significant for its association with the Veterans Service Administration during World War II and its design.	1942	1, 3
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR significant under Criterion c/3 for its Streamline Moderne design.	1933	1, 4, 5, 6
90	Holmby Building	NA	921 Westwood Boulevard	The building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	1929	1, 3, 4, 5, 6



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its international design.	1971	1, 3, 4, 5, 6
92	California Pizza Kitchen	NA	1001 Broxton Avenue	The commercial building at 1001 Broxton Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the original development of Westwood by the Janss Corporation and under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1931	1, 3
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival design.	1934	1, 3, 4, 5, 6
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its One Part Commercial Block design.	1940	1, 3, 4, 5, 6
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival commercial design.	1942	1, 5, 6
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing; significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	1932	1, 3, 4, 5, 6
97	Kelly Music Building/Alice's Restaurant	NA	1041 Westwood Boulevard	The Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	1929	1, 4, 5, 6



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1937	1, 4, 5, 6
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	1930	1, 4, 5, 6
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1943	1, 4, 5, 6
101	Westwood Village Streetlight	NA	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	The Westwood Village Streetlight is eligible for local register listing; significant as one of the last remaining ornamental Streetlights that were installed throughout Westwood Village.	1926	1, 4, 5, 6
102	Bratskeller Egyptian Theater (Ralpchs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralpchs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	1929-1933	1, 4, 5, 6
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	1979	1, 3, 4, 5, 6
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International Style design.	1962	3, 4, 5, 6
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	1971	1, 3, 4, 5, 6
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	The building is individually eligible for listing in the NRHP; significant under Criterion C for its design and as a work of a master architect George J. Fosdyke.	1936	1, 3



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
108	Westwood Federal Building	P-19-189274	11000 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3; significant for its New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.	1966	1, 3
109	LADWP Westwood Distribution Headquarters	P-19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 S Sepulveda Boulevard was previously identified through the SCCIC records search. The LADWP Westwood Distribution Headquarters is considered a historical resource for the purposes of CEQA.	1932	1, 3, 6
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1952	1, 3, 4, 5, 6
111	1410 S Bentley Avenue	NA	1410 S Bentley Avenue	The building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1964	1, 6
112	1410 Camden Avenue	NA	1410 Camden Avenue	The building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival design.	1936	1, 6
113	1418 S Bentley Avenue	NA	1418 S Bentley Avenue	The building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1965	1, 6
115	1511 S Bentley Avenue	NA	1511 S Bentley Avenue	The multi-family building located at 1511 S Bentley Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Contemporary and Stucco Box/Dingbat design.	1972	6
116	1516 Pontius Avenue	NA	1516 Pontius Avenue	The commercial building located at 1516 Pontius Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1972	6
117	1527 Pontius Avenue	NA	1527 Pontius Avenue	The commercial building located at 1527 Pontius Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1960	6
118/119	General Telephone Company Building	NA	1544 Cotner Avenue	The building is eligible under the NRHP and CRHR Criterion C/3 and is significant for its Art Deco design.	circa 1953	1, 3, 6



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
120	Louise Green Millinery Co. Building	NA	1616 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1973	1, 3
121	Western Electric Supply Co. Building	NA	1620 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1966	1, 3
122	Photo Electronics Corp. Building	NA	1944 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1967	1, 3
123/124	Dual Ultimate Pharmacy	NA	2020 Cotner Avenue	The building is eligible under the NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1966	1, 3
125	2114 Cotner Avenue	NA	2114 Cotner Avenue	The industrial building located at 2114 Cotner Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1969	1, 3
126/127	Big Tommy's	NA	11285 and 11289 West Pico Boulevard	The Big Tommy's restaurant building is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with Los Angeles commerce and car culture.	1946; 1957	1, 3
128	2467 Sawtelle Boulevard	NA	2467 Sawtelle Boulevard	The multi-family residential building located at 2467 Sawtelle Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1962	1, 3
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is eligible for listing in the local register for its Modern and Contemporary design.	1960	3, 4, 5
130	West End Hotel	NA	1538 S Sawtelle Boulevard	The West End Hotel located at 1538 Sawtelle Boulevard is eligible for listing in the local register and is significant for its rare and intact projecting blade signage.	c. 1930	6
131	11271 W Massachusetts Avenue	NA	11271 W Massachusetts Avenue	The 11271 W Massachusetts Avenue building is eligible for local register listing and is significant as a rare surviving example of a late 1920s commercial building in West Los Angeles.	1920	6

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year	Alternative
132	Laemmle Theater	NA	11521 Santa Monica Boulevard	The Laemmle Theater located at 11521 Santa Monica Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Italian Renaissance design.	1923	6

Source: HTA, 2024

CRHR = California Register of Historical Resources

LAHCM = Los Angeles Historic-Cultural Monument

NA = not applicable

NRHP = National Register of Historic Places

ROW = right-of-way

3.4.4.2 Alternative 1 Resource Study Area

Historical Resources

Through archival research and field survey, a total of 68 historical resources for the purposes of CEQA were identified in the Alternative 1 Built Environment RSA. These include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources are four historic districts (Map References #32, #78, #86, and #72, indicated in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a), one historic linear landscape (Map Reference #12), and one historic structure (Map Reference #101). Table 3.4-4 summarizes the 76 historical resources. The California DPR forms with details about these historical resources are provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

Archaeological Resources

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA and three historic-age archaeological sites (P-19-004670, P-19-004864 and P-19-004865) within the Built Environment RSA but are outside the Archaeological RSA (refer to Table 3.4-2 Table 3.4-2). Six other archaeological resources have been identified in the Project Study area, two of which (P-19-000382 and P-19-004669) exhibit historic and prehistoric components, while the remainder are historic-age resources.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 1. This resource was previously determined to be eligible for listing in the NRHP. At the time of the field survey for the Alternative 1, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the DPR form for this resource has been completed and is in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in this alternative.

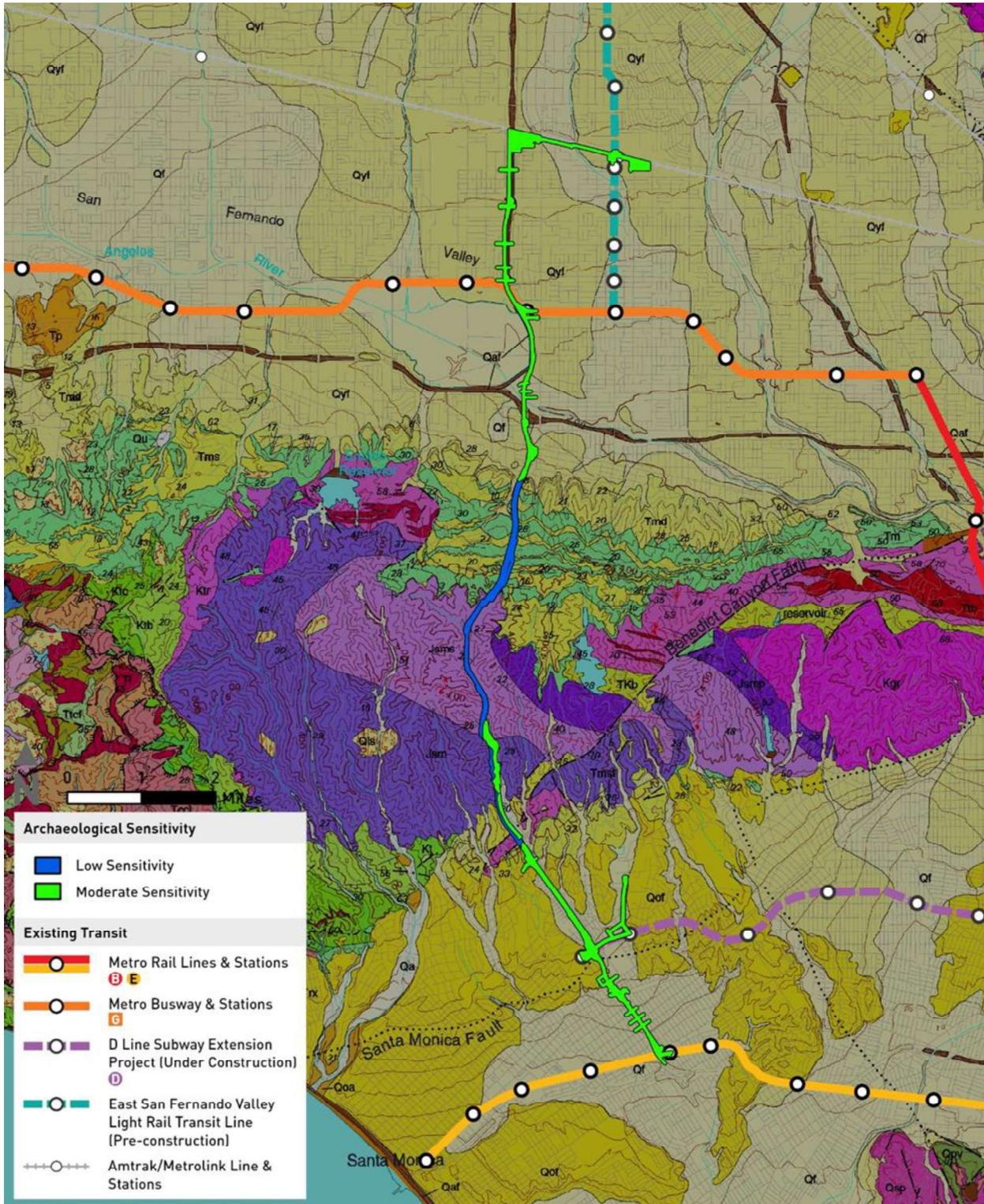
Archaeological Sensitivity

The Alternative 1 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Sites P-19-004864, and P-19-004865 in the Built Environment RSA and sites P-19-003336, P-19-004667, P-19-004668, P-19-004670, and P-19-004669 within 0.5 mile of the Archaeological RSA identified in the archival research were all identified during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility for listing in the NRHP or CRHR.

The archaeological sensitivity of the RSA is considered to range from low to moderate (Figure 3.4-6). The degree and depth of previous ground disturbance across the RSA is not known, but a majority of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construct of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 3.4-6 depicts the estimated archaeological sensitivity of the alignment based on current understanding of Alternative 1 components. Areas with low potential for archaeological resources include older geologic deposits, such

as areas at great depth or locations with older surficial deposits, and areas with well documented high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly those with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources. Proximity to previously recorded sites with prehistoric components such as P-19-000382 and P-19-004669, as well as areas on the West Los Angeles VA campus which have evidence of prehistoric use (Onken et al., 2018) and historic age archaeological deposits such as P-19-004864, P-19-004865, contribute to the sensitivity of at grade and mass excavation locations in the vicinity of the resources.

Figure 3.4-6. Alternative 1: Archaeological Sensitivity



Source: HTA, 2024

Human Remains within the Alternative 1 Resource Study Areas

The analysis performed for this DEIR, consisting of an SCCIC records search, additional archival research, and archaeological field survey, did not identify any known human remains within the Alternative 1 Archaeological or Tribal Cultural RSA; however, one historic cemetery, the Los Angeles National Cemetery, was identified within the Alternative 1 Built Environment RSA. Additionally, burials have been documented at P-19-000382, located within 0.5 mile of the Alternative 1 Archaeological RSA.

Established in 1889 for the West Los Angeles VA Campus, it originally consisted of 20 acres of land at the eastern edge of the campus boundary. The first recorded burial dates to a few days before the cemetery was formally dedicated (National Cemetery Administration Los Angeles National Cemetery, 2023). The cemetery was expanded with 20 additional acres in 1890 and again in the early twentieth century to its current size of 114 acres. Los Angeles National Cemetery is a contributing element to the West Los Angeles Veterans Affairs Historic District, which is listed in the NRHP. While unlikely, due to the age of the Los Angeles National Cemetery and the documentation of at least one internment in the area prior to the official founding of the cemetery, there is a low potential for unmarked and forgotten graves to lay outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño Village site of *Koruuvanga*. It is listed as California Historical Landmark No. 522 and identified by the State of California Native American Heritage Commission (NAHC) as a Sacred Site. At least two burials have been identified at the site, along with grave goods, and other Native American material culture. The current boundaries of the archaeological site are located approximately 0.5 miles west of the Alternative 1 Archaeological RSA, and this alignment is not likely to encounter human remains associated with the site.

3.4.4.3 Alternative 3 Resource Study Area

Historic Resources

The cultural resources study identified 64 historical resources for the purposes of CEQA within the Alternative 3 Built Environment RSA. These include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources are four historic districts (Map References #32, #78, #78, #86, and #72) and one historic linear landscape (Map Reference #12). No new or previously recorded archaeological resources were observed during the survey. Table 3.4-3 summarizes the 64 historical resources. The California DPR forms with details about these historical resources are provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

Archaeological Resources

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA and nine archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004670, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the 0.5-mile radius of the Alternative 3 Archaeological RSA (refer to Table 3.4-2Table 3.4-2). Two of those resources (P-19-000382 and P-19-004669) exhibit historic and prehistoric components, while the remainder are historic-age resources.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 3. This resource was previously determined to be NRHP-eligible. At the time of the field survey for Alternative 3, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted

or removed, though the corridor continues to be used for rail transportation. An update to the DPR form for this resource has been completed and is included in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

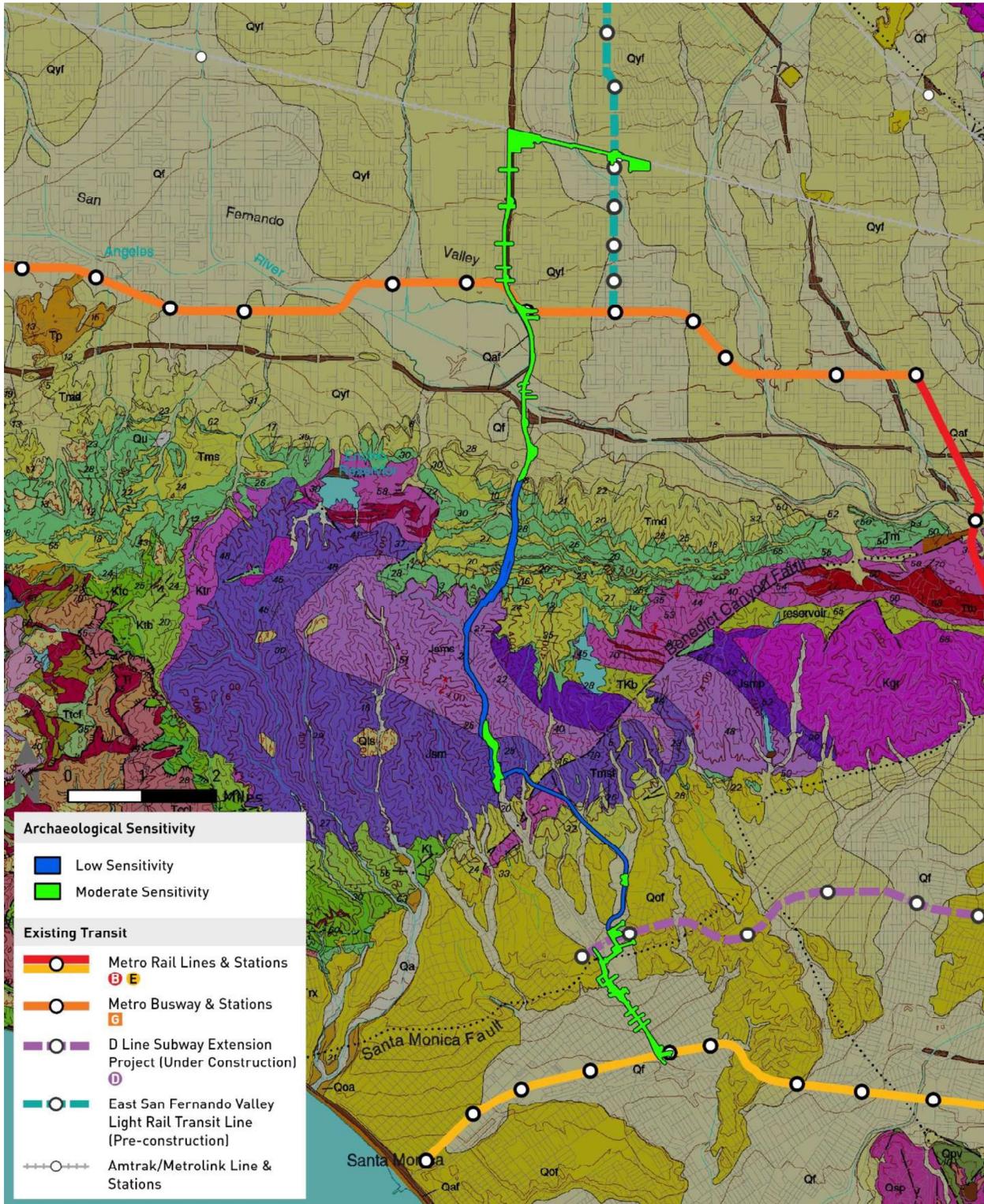
No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in this alternative.

Archaeological Sensitivity

The Alternative 3 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Sites P-19-003336, P-19-004667, P-19-004668, P-19-004670, P-19-004669, P-19-004864, and P-19-004865 outside the Cultural RSA identified in the archival research were all identified during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed on the NRHP or CRHR.

The archaeological sensitivity of the RSA is considered to range from low to moderate (Figure 3.4-7). The degree and depth of previous ground disturbance across the RSA is not known, but a majority of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construction of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 3.4-7 depicts the estimated archaeological sensitivity of the alignment based on the current understanding of Alternative 3 components. Areas with low potential for archaeological resources include older geologic deposits, such as areas at great depth or locations with older surficial deposits, and areas with well documented high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly those with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources. Proximity to previously recorded sites with prehistoric components such as P-19-000382 and P-19-004669, as well as areas on the West Los Angeles VA campus which have evidence of prehistoric use (Onken et al., 2018) and historic age archaeological deposits, such as P-19-003803, contribute to the sensitivity of at grade and mass excavation locations in the vicinity of the resources.

Figure 3.4-7. Alternative 3: Archaeological Sensitivity



Source: HTA, 2024

Human Remains within the Alternative 3 Resource Study Area

The human remains existing setting is the same as Alternative 1. Refer to Section 3.4.4.2 for discussion.

3.4.4.4 Alternative 4 Resource Study Area

Historic Resources

The cultural resources study identified 65 historical resources for the purposes of CEQA within the Alternative 4 Built Environment RSA. These resources include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources is one historic district (Map Reference #72), two historic linear landscapes (Map References #12 and #14), and three historic structures (Map References #18, #11, and #101). No new or previously recorded archaeological resources were observed during the survey. Table 3.4-3 details historical resources identified within the Alternative 4 Built Environment RSA.

Archaeological Resources

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA, one historic-age archaeological site (P-19-004670) within the Built Environment RSA, and eight archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-004864, and P-19-004865 and P-19-100029) within the 0.5-mile radius of the Alternative 4 Archaeological RSA (refer to Table 3.4-1). Two of those resources (P-19-000382 and P-19-004669) exhibit historic and prehistoric components, while the remainder are historic-age resources.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 4. This resource was previously determined to be NRHP eligible. At the time of the field survey for Alternative 4, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the DPR form for this resource has been completed and is included in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in this alternative.

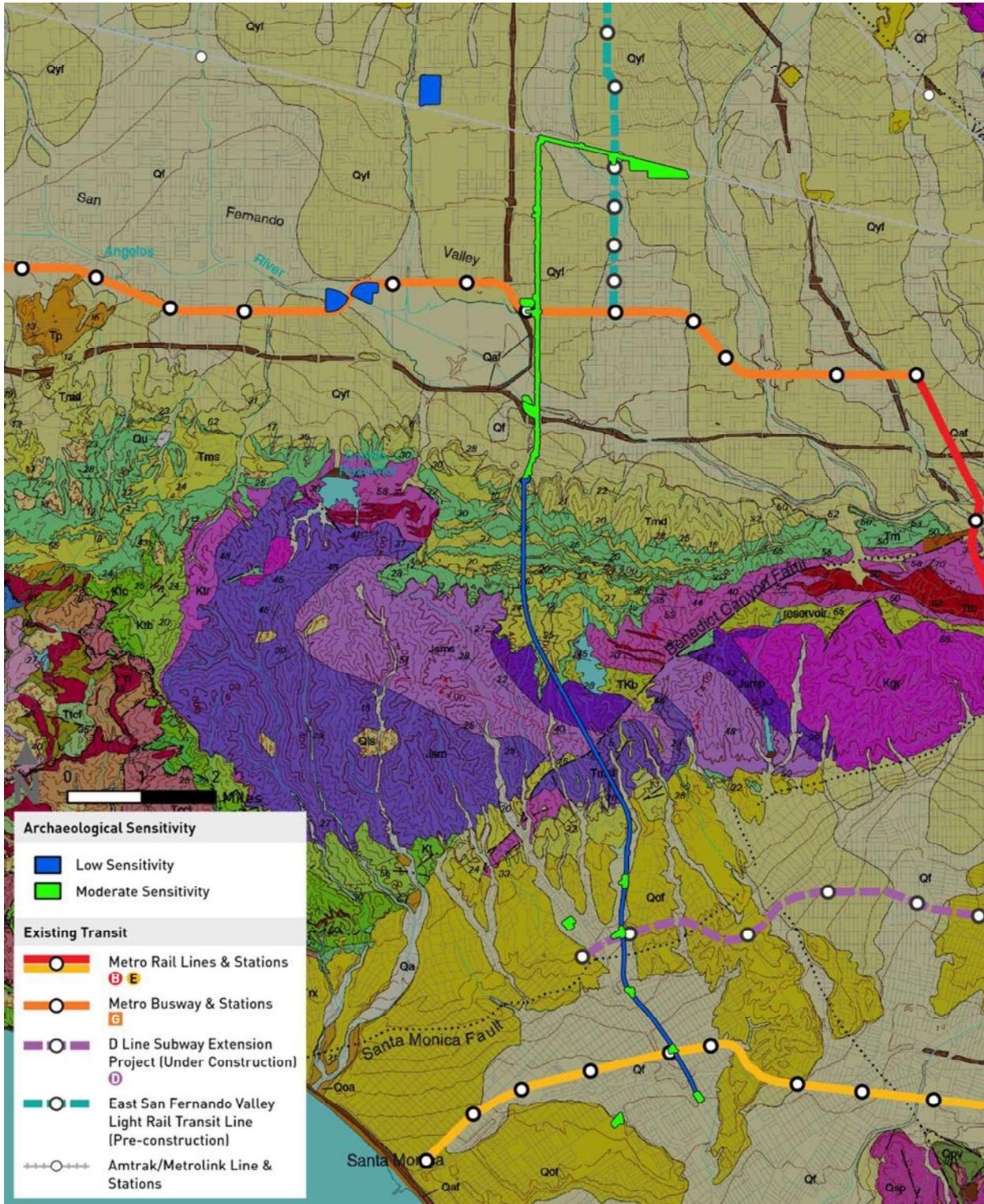
Archaeological Sensitivity

The Alternative 4 Archaeological RSA has potential to encounter previously unrecorded historic-age archaeological resources. Site P-19-004670 in the Built Environment RSA and sites P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-004864, and P-19-004865 within 0.5 mile of the Archaeological RSA identified in the archival research were all encountered during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed on the NRHP or CRHR.

The archaeological sensitivity of the RSA is considered to range from low to moderate (Figure 3.4-8). The degree and depth of previous ground disturbance across the Archaeological RSA is not known, but a majority of the Archaeological RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construction of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 3.4-8 depicts the estimated archaeological sensitivity of the alignment based on

the current understanding of Alternative 4 components. Areas with low potential for archaeological resources include older geologic deposits, such as areas at great depth or locations with older surficial deposits and areas with well documented high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Pleistocene to Holocene alluvial deposits, particularly those with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources. Proximity to previously recorded sites with prehistoric components such as P-19-000382 and P-19-004669, as well as areas near the West Los Angeles VA campus which have evidence of prehistoric use (Onken et al., 2018) and historic age archaeological deposits, such as P-19-004670, contribute to the sensitivity of at grade and mass excavation locations in the vicinity of the resources.

Figure 3.4-8. Alternative 4: Archaeological Sensitivity



Source: HTA, 2024

Human Remains within the Alternative 4 Resource Study Area

This analysis, consisting of an SCCIC records search, additional archival research, and archaeological field survey, failed to identify any human remains within the Alternative 4 Archaeological or Tribal Cultural RSA; however, one historic cemetery, the Los Angeles National Cemetery, was identified adjacent to the Alternative 4 Built Environment RSA. In addition, burials have been documented at P-19-000382, located within 0.8 mile of the Alternative 4 Archaeological RSA.

While unlikely, due to the age of the Los Angeles National Cemetery and the documentation of at least one internment in the area prior to the official founding of the cemetery, there is a low potential for unmarked and forgotten graves to lay outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño Village site of *Koruvanga* and is listed as California Historical Landmark No. 522, as well as registered with the State of California Native American Heritage Commission as a Sacred Site. At least two burials have been identified at the site, along with grave goods, and other Native American material culture. The current boundaries of the archaeological site are located approximately 0.8 mile west of the Alternative 4 Archaeological RSA, and this alignment is not likely to encounter human remains associated with the site.

3.4.4.5 Alternative 5 Resource Study Area

Historic Resources

The cultural resources study identified 54 historical resources for the purposes of CEQA within the Alternative 5 Built Environment RSA. These include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources is one historic district (Map Reference #72), two historic linear landscapes (Map References #12 and #14), and three historic structures (Map References #18, #11, and #101). No new or previously recorded archaeological resources were observed during the survey. Table 3.4-3 details historical resources identified within the Alternative 5 Built Environment RSA.

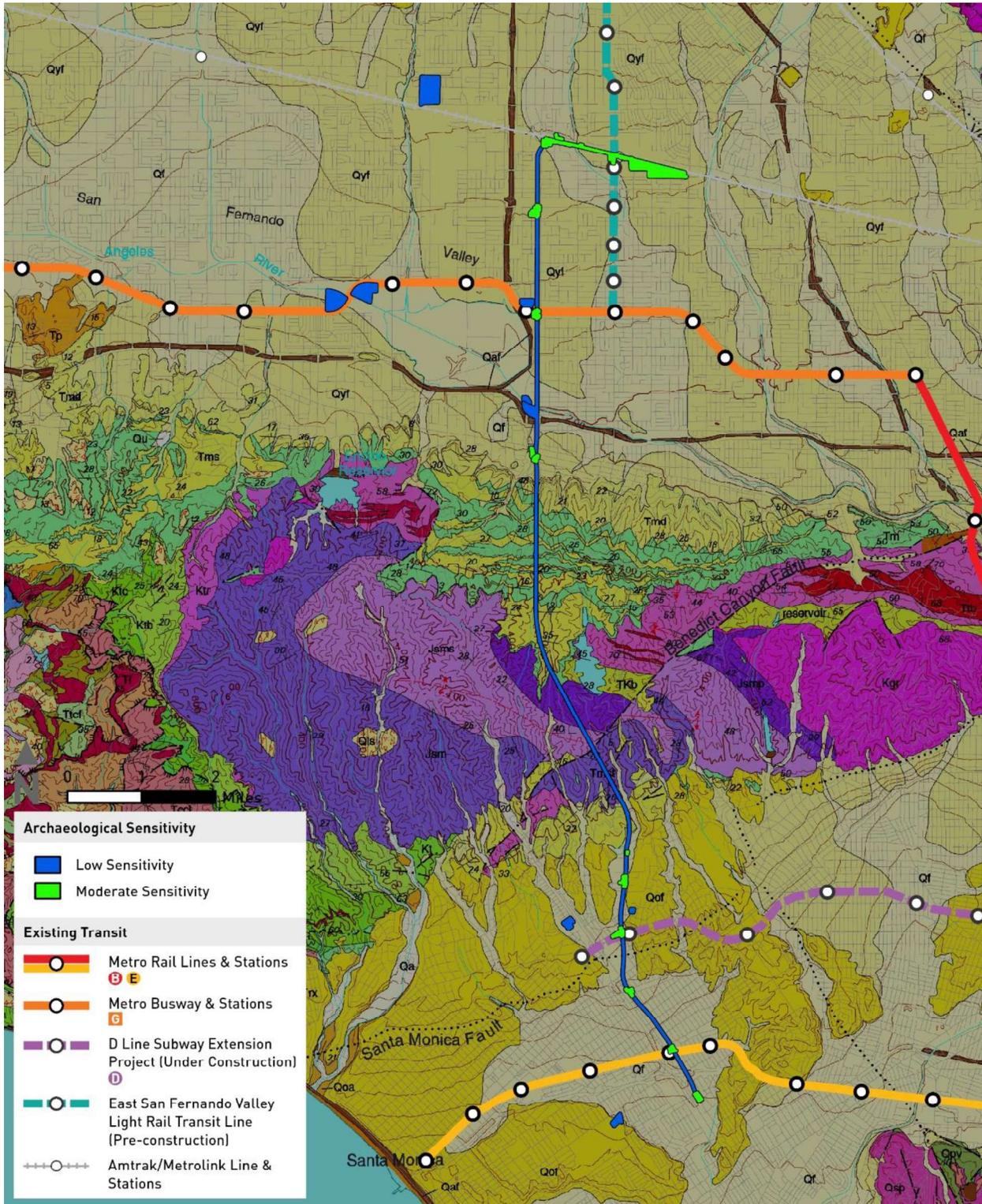
Archaeological Resources

The known archaeological resources for Alternative 5 are the same as Alternative 4. Refer to Section 3.4.4.4 for discussion.

Archaeological Sensitivity

The archaeological sensitivity of the RSA is the same as Alternative 4. Refer to Section 3.4.4.4 for discussion and refer to Figure 3.4-9.

Figure 3.4-9. Alternative 5: Archaeological Sensitivity



Source: HTA, 2024

Human Remains within the Alternative 5 Resource Study Area

The human remains existing setting is the same as Alternative 4. Refer to Section 3.4.4.4 for discussion.

3.4.4.6 Alternative 6 Resource Study Area

Historic Resources

The cultural resources study identified 53 historical resources for purposes of CEQA within the Alternative 6 Built Environment RSA. These include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources are two historic districts (Map References #54 and #72) and one historic structure (Map References #101). No new or previously recorded archaeological resources were observed during the survey. Table 3.4-3 details historical resources identified within the Alternative 6 Built Environment RSA.

Archaeological Resources

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA, one historic-age archaeological site (P-19-004668) within the Built Environment RSA, and eight archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004670, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the 0.5-mile radius of the Alternative 6 Archaeological RSA (refer to Table 3.4-2 Table 3.4-2). Two of those resources (P-19-000382 and P-19-004669) exhibit historic and prehistoric components, while the remainder are historic-age resources. While not in the Cultural RSAs, P-19-000382 is located within 200 feet of the Project footprint for Alternative 6 and requires special consideration.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 6. This resource was previously determined to be NRHP-eligible. At the time of the field survey for Alternative 6, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the DPR form for this resource has been completed and is included in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in this alternative.

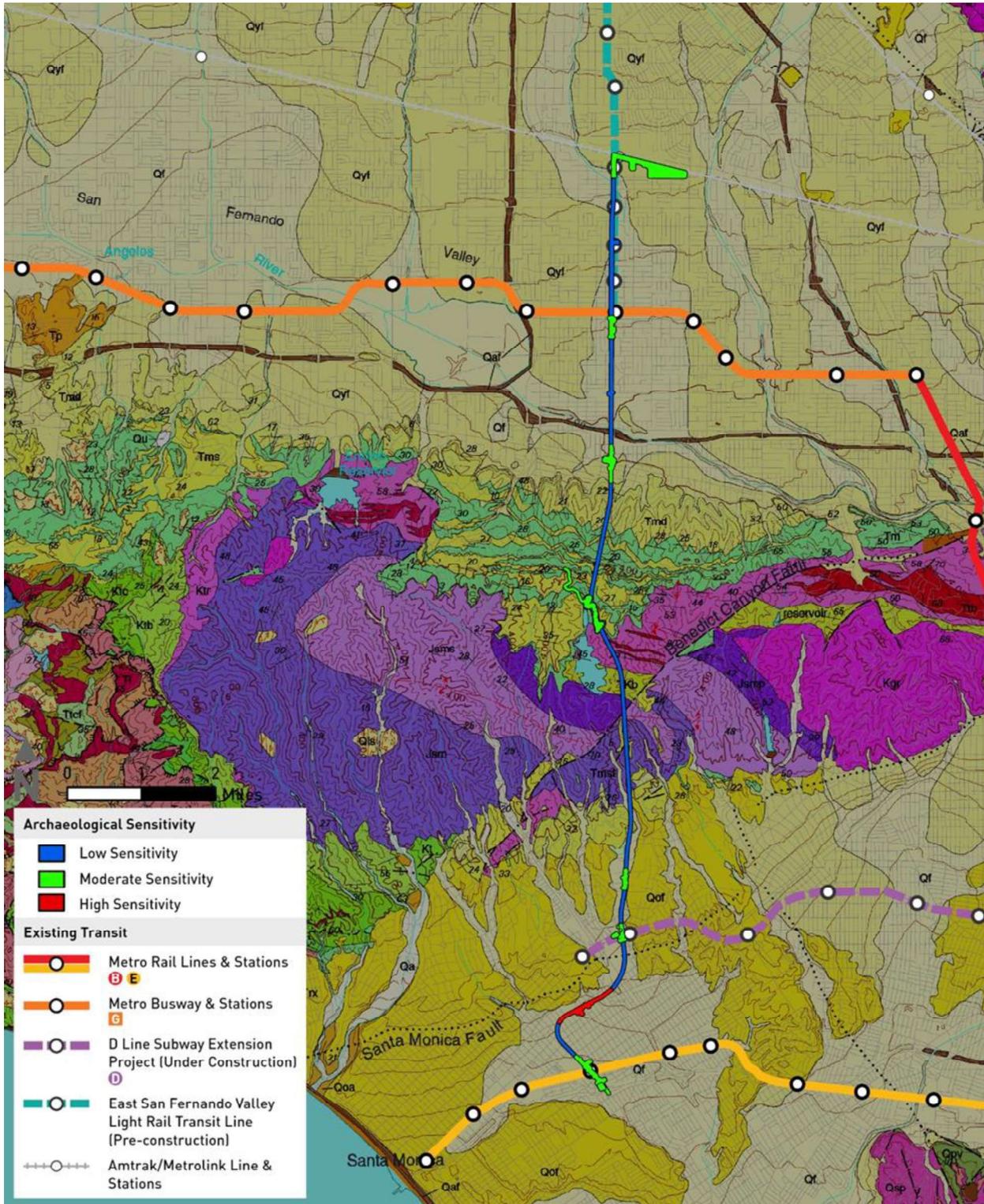
Archaeological Sensitivity

The Alternative 6 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Site P-19-004668 in the Built Environment RSA and sites P-19-003336, P-19-004667, P-19-004670, P-19-004669 P-19-004864, and P-19-004865 within 0.5 mile of the Archaeological RSA were all identified during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed on the NRHP or CRHR. Additionally, P-19-000382 is only approximately 200 feet from the RSA and has been expanded as a result of archaeological monitoring during construction activities.

The archaeological sensitivity of the RSA is considered to range from low to high (Figure 3.4-10). The degree and depth of previous ground disturbance across the RSA is not known, but a majority of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construction of utilities and building foundations across the Project

Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 3.4-10 depicts the estimated archaeological sensitivity of the alignment based on the current understanding of Alternative 6 components. Areas with low potential for archaeological resources include older geologic deposits, such as areas at great depth or locations with older surficial deposits and areas with well documented high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly those with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources. Proximity to previously recorded sites with prehistoric components such as P-19-000382 and P-19-004669, as well as areas near the West Los Angeles VA campus which have evidence of prehistoric use (Onken et al., 2018) and historic age archaeological deposits, such as P-19-004668, contribute to the sensitivity of at grade and mass excavation locations in the vicinity of the resources. Alternative 6 components around P-19-000382 have a high potential to encounter archaeological resources, based on previous finds during construction activities in proximity to the site.

Figure 3.4-10. Alternative 6: Archaeological Sensitivity



Source: HTA, 2024

Human Remains within the Alternative 6 Resource Study Area

This analysis, consisting of an SCCIC records search, additional archival research, and archaeological field survey, failed to identify any human remains within the Alternative 6 Archaeological or Tribal Cultural RSA; however, one historic cemetery, the Los Angeles National Cemetery, was identified approximately 600 feet west of Alternative 6 Archaeological RSA. Additionally, burials have been documented at P-19-000382, with the site boundary mapped approximately 200 feet north the Alternative 6 Archaeological RSA.

Established in 1889 for the West Los Angeles VA Campus, the cemetery originally consisted of 20 acres of land at the eastern edge of the campus boundary. The first burial dates to a few days before the cemetery was formally dedicated (National Cemetery Administration Los Angeles National Cemetery, 2023). The cemetery was expanded by 20 additional acres in 1890 and again in the early 20th century to its current size of 114 acres. Los Angeles National Cemetery is a contributing element to the West Los Angeles Veterans Affairs Historic District, which constitutes a historical resource. While unlikely, due of the age of the Los Angeles National Cemetery and the documentation of at least one internment in the area prior to the official founding of the cemetery, there is a low potential for unmarked and forgotten graves to lay outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño Village site of *Koruvvanga*. It is listed as California Registered Landmark Site No. 522, as well as registered with the NAHC as a Sacred Site. At least two burials have been identified at the site, along with grave goods, and other Native American material culture. Construction activities within and adjacent to former site boundaries have encountered cultural material that has expanded the site boundary and there is high potential for previously unrecorded buried portions of the site to be encountered in proximity to the Alternative 6 Archaeological RSA. The current boundaries of the archaeological site are approximately 200 feet north of the Alternative 6 Archaeological RSA and this alignment has increased potential to encounter human remains associated with the site.

3.4.5 Environmental Impacts

3.4.5.1 Impact CUL-1 Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect historical resources as the existing bus route would continue to operate along existing streets and highways. In addition, because the Project would not be built, its impacts on historical resources would not occur. The No Project Alternative would have no operational impacts to historical resources in the RSA.

Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. It is not anticipated that any of the historical resources identified within the Project Study Area would be affected by such construction activities. Impacts to historical resources associated with the No Project Alternative would be less than significant during construction.

Alternative 1

Impact Statement

Operational Impact: Less than Significant Impact with Mitigation

Construction Impact: Significant and Unavoidable

Operational Impacts

Operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any of the historical resources in the Alternative 1 Built Environment RSA. Activities during Alternative 1 project operations would be limited to the operation and maintenance of the alignment, these would not cause direct impacts to historical resources. Potential indirect operational impacts (i.e., visual, audible, or atmospheric intrusions) on historical resources include potential visual impacts to the West Los Angeles VA Historic District and its setting. MM CUL-2 would be implemented to address design treatments to avoid alterations to the West Los Angeles VA Historic District during the construction stage that could result in permanent visual impacts during operation. Therefore, Alternative 1 would not substantially alter historical resources and operation of Alternative 1 would result in a less than significant impact to historical resources.

Construction Impacts

Alternative 1 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 1's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. Discussion of historical resources with significant impacts follows Table 3.4-4. For a detailed discussion of impacts to all historical resources, refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

Table 3.4-4. Summary of Potential Impacts to Built Environment Resources

Map Reference #	Resource Name	Location	Alt 1 Impact	Alt 3 Impact	Alt 4 Impact	Alt 5 Impact	Alt 6 Impact
1	13812 Saticoy Street	13812 Saticoy Street	NI	NI	LTS	LTS	LTS
2	13914 Saticoy Street	13914 Saticoy Street	NI	NI	LTS	LTS	LTS
3	13938 Saticoy Street	13938 Saticoy Street	NI	NI	LTS	LTS	LTS
4	13942 Saticoy Street	13942 Saticoy Street	NI	NI	LTS	LTS	LTS
5	Southern Pacific Railroad Warehouse	7766 Van Nuys Boulevard	LTS	LTS	LTS	LTS	LTS
6	14704 Raymer Street	14704 Raymer Street	LTS	LTS	LTS	LTS	NA
7	14746 Raymer Street	14746 Raymer Street	Significant	Significant	Significant	Significant	NA
8	The Performing Arts Center	7735 Sepulveda Boulevard	NA	NA	Significant	NI	NA
9	Valley Animal Hospital	7721 Sepulveda Boulevard	NA	NA	Significant	NI	NA
10	Lancer Lion II Apartments	7657 Sepulveda Boulevard	NA	NA	Significant	NI	NA
11	Air Raid Siren No. 110	Northeast corner of Covello Street and Sepulveda Boulevard	NA	NA	Significant	NI	NA
12	Sherman Way Street Trees	Along either side of Sherman Way between Woodley Avenue and Sherman Circle	Significant	Significant	Significant	Significant	NA
13	6833 Sepulveda Boulevard	6833 Sepulveda Boulevard	NA	NA	Significant	NI	NA
14	Van Nuys Boulevard Street Trees	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	Significant	Significant	NI	Significant	NA
17	6160 Sepulveda Boulevard	6160 Sepulveda Boulevard	NA	NA	Significant	NI	NA
18	Air Raid Siren No. 117	South side of Oxnard Street, west of Sepulveda Boulevard	NA	NI	Significant	NI	NA
19	Cabana Motel	5764 Sepulveda Boulevard	NA	NI	Significant	NI	NA
20	El Cortez Motel	5746 Sepulveda Boulevard	NA	NI	Significant	NI	NA
21	5724 Sepulveda Boulevard	5724 Sepulveda Boulevard	NA	NI	Significant	NI	NA
22	Kauai Surf	15232 Martha Street	NA	NI	Significant	NI	NA
23	5450 Sepulveda Boulevard	5450 Sepulveda Boulevard	NA	NI	Significant	NI	NA
24	Cathedral of St. Mary Church	5335 N. Sepulveda Boulevard	NA	NI	Significant	NI	NA
25	Lt. Patrick H. Daniels United States Army Reserve Center	5161 Sepulveda Boulevard	NA	NI	Significant	Significant	NA



Map Reference #	Resource Name	Location	Alt 1 Impact	Alt 3 Impact	Alt 4 Impact	Alt 5 Impact	Alt 6 Impact
27	4700 Sepulveda Boulevard	4700 Sepulveda Boulevard	NA	NI	Significant	NI	NA
28	4737 Orion Avenue	4737 Orion Avenue	NI	NI	NI	NA	NA
29	4714 Orion Avenue	4714 Orion Avenue	NI	NI	NI	NA	NA
30	15233 Ventura Boulevard	15233 Ventura Boulevard	LTS	LTS	Significant	NA	NA
31/33	15300 Ventura Boulevard	15300 Ventura Boulevard	Significant	Significant	Significant	NI	NA
32	Sherman Oaks Circle Historic District	Between Firmament Avenue and I-405	LTS	LTS	NA	NA	NA
34	15250 Ventura Boulevard	15250 Ventura Boulevard	NI	LTS	LTS	NI	NA
35	Da Siani Ristorante (Sherwood Coiffeurs)	4511 Sepulveda Boulevard	Significant	Significant	Significant	NI	NA
36	4506 Saugus Avenue	4506 Saugus Avenue	NA	NI	NI	Significant	NA
37	15224 Dickens Street	15224 Dickens Street	LTS	LTS	LTS	LTS	NA
38	15564 Briarwood Drive	15564 Briarwood Drive	NA	NI	NI	NA	NA
39	15573 Briarwood Drive	15573 Briarwood Drive	NA	NA	NI	NA	NA
40	3754 N Scadlock Lane	3754 N Scadlock Lane	LTS	LTS	NI	NA	NA
41	3700 N Scadlock Lane	3700 N Scadlock Lane	LTS	LTS	NI	NA	NA
42	3666 N Scadlock Lane	3666 N Scadlock Lane	LTS	LTS	NI	NA	NA
43	3601 Scadlock Lane	3601 Scadlock Lane	LTS	LTS	NA	NA	NA
44	Bill's Valley Car Wash	7530 Van Nuys Boulevard	NA	NA	NA	NA	Significant
45	Tacos Mexico	7140 Van Nuys Boulevard	NA	NA	NA	NA	NI
46	Bank of America	6551 N Van Nuys Boulevard	NA	NA	NA	NA	NI
47	Van Nuys Utilities Center	6550 N Van Nuys Boulevard	NA	NA	NA	NA	NI
48	Firestone	6530 N Van Nuys Boulevard	NA	NA	NA	NA	NI
49	Hart's Pawn Shop	6362 N Van Nuys Boulevard	NA	NA	NA	NA	NI
50	Owl-Rexall Drug Co.	6353 N Van Nuys Boulevard	NA	NA	NA	NA	NI
51	Chase Bank	6300 N Van Nuys Boulevard	NA	NA	NA	NA	NI
52	Happy Dogs	6235 N Van Nuys Boulevard	NA	NA	NA	NA	NI
53	6203 N Van Nuys Boulevard	6203 N Van Nuys Boulevard	NA	NA	NA	NA	NI
54	San Fernando Valley Administrative Center Historic District (Van Nuys State Office Building, Van Nuys State Building)	6162 N Van Nuys Boulevard	NA	NA	NA	NA	NI



Map Reference #	Resource Name	Location	Alt 1 Impact	Alt 3 Impact	Alt 4 Impact	Alt 5 Impact	Alt 6 Impact
55	5958 Van Nuys Boulevard	5958 Van Nuys Boulevard	NA	NA	NA	NA	Significant
56	Rob's Car Wash	5328 N Van Nuys Boulevard	NA	NA	NA	NA	NI
57	Stanley Burke's/Corky's Restaurant and Sign; The Lamplighter	5037-5053 N Van Nuys Boulevard	NA	NA	NA	NA	NI
58	Sherman Oaks Plaza Building	4955 N Van Nuys Boulevard	NA	NA	NA	NA	NI
59	4449 Van Nuys Boulevard	4449 Van Nuys Boulevard	NA	NA	NA	NA	NI
60	Deauville House	2212 N Linda Flora Drive	NA	NA	NI	NI	NA
61	1711 N Stone Canyon Road	1711 N Stone Canyon Road	NA	NA	NI	NI	NA
62	1780 N Stone Canyon Road	1780 N Stone Canyon Road	NA	NA	NI	NI	NA
63	661 N Stone Canyon Road	661 N Stone Canyon Road	NA	NA	NI	NI	NA
64	Miller Residence	10615 W Bellagio Road	NA	NA	NI	NI	NA
65	Ethel Guiberson/Hannah Carter Japanese Garden	10619 West Bellagio Road	NA	NA	NI	NI	NA
66	The John Thomas Dye School	11414 Chalon Road	NA	NI	NA	NA	NA
67	10940 Weyburn Avenue	619 Sarbonne Road	NA	NI	NA	NA	NA
68	10811 Ambazac Way	10811 Ambazac Way	NA	Significant	NA	NA	NA
69	121 N Udine Way	121 N Udine Way	NA	NA	NI	NI	NI
70	120 N Udine Way	120 N Udine Way	NA	NA	NI	NI	NI
71	Marymount High School (Main Administration Building, including Chapel and Auditorium)	10643-10685 Sunset Boulevard and 101-121 Marymount Place	NA	NI	NI	NI	NI
72	UCLA Historic District (P-19-175802)	encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	NI	NI	NI	NI	Significant
73	UCLA Ackerman Hall (P-19-190591)	308 Westwood Plaza	NI	Significant	Significant	Significant	Significant
74	11752 Bellagio Road	11752 Bellagio Road	LTS	NA	NA	NA	NA
75	11734 Bellagio Road	11734 Bellagio Road	LTS	NA	NA	NA	NA
76	11728 Bellagio Road	11728 Bellagio Road	LTS	NA	NA	NA	NA
77	650 N. Sepulveda Boulevard	650 N. Sepulveda Boulevard	LTS	NA	NA	NA	NA



Map Reference #	Resource Name	Location	Alt 1 Impact	Alt 3 Impact	Alt 4 Impact	Alt 5 Impact	Alt 6 Impact
78	Acanto Street Historic District	Acanto Street	LTS	NA	NA	NA	NA
79	11371 Ovada Place	11371 Ovada Place	LTS	NA	NA	NA	NA
80	11378 Ovada Place	11378 Ovada Place	LTS	NA	NA	NA	NA
81	11398 Thurston Circle	11398 Thurston Circle	LTS	NA	NA	NA	NA
82	Holiday Inn (Hotel Angeleno)	170 Church Lane	LTS	NA	NA	NA	NA
83	University Crest Historic District	Bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Boulevard to the west	NI	NA	NA	NA	NA
84	11284 Montana Avenue	11284 Montana Avenue	LTS	NA	NA	NA	NA
85	522 S. Sepulveda Boulevard	522 S. Sepulveda Boulevard	LTS	LTS	NA	NA	NA
86	West Los Angeles Veterans Affairs Historic District (P-19-173043)	11301 Wilshire Boulevard	Significant	Significant	NA	NA	NA
87	UCLA Veterans Rehabilitation Services (P-19-189982)	1000 Veteran Avenue	NI	Significant	NI	NI	NI
88	Engine Company #37 (P-19-173419)	1090 Veteran Avenue	NI	NI	NA	NA	NA
89	Campbell's Book Store	10918 Le Conte Avenue	NI	NA	NI	NI	NI
90	Holmby Building	921 Westwood Boulevard	NI	NI	NI	NI	NI
91	924 Westwood Boulevard	924 Westwood Boulevard	NI	NI	NI	NI	NI
92	California Pizza Kitchen	1001 Broxton Avenue	NI	NI	NA	NA	NA
93	10940 Weyburn Avenue	10940 Weyburn Avenue	NI	Significant	NI	NI	NI
94	Chatam Restaurant	10930 Weyburn Avenue	NI	Significant	NI	NI	NI
95	Desmond's	1001 Westwood Boulevard	NI	NA	NA	NI	NI
96	Bullock's Department Store	1000 S Westwood Boulevard	NI	NI	NI	NI	NI
97	Kelly Music Building/Alice's Restaurant	1041 Westwood Boulevard	NI	NA	NI	NI	NI
98	Penney's	1056 Westwood Boulevard	NI	NA	NI	NI	NI
99	Janss Investment Company Building	1081 Westwood Boulevard	NI	NA	NI	NI	NI



Map Reference #	Resource Name	Location	Alt 1 Impact	Alt 3 Impact	Alt 4 Impact	Alt 5 Impact	Alt 6 Impact
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard	NI	NA	NI	NI	NI
101	Westwood Village Streetlight	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	NI	NA	NI	NI	NI
102	Bratskeller Egyptian Theater (Ralphs Grocery Store) (P-19-174110)	1142 Westwood Boulevard	NI	NA	NI	NI	NI
103	Gayley Center	1101 Gayley Avenue	NI	NI	Significant	Significant	Significant
104/105	Linde Medical Building (P-19-189273)	10921 Wilshire Boulevard	NA	NI	Significant	Significant	Significant
106	Tishman Building	10950 W Wilshire Boulevard	NI	NI	Significant	Significant	Significant
107	1220 Veteran Avenue (P-19-173150)	1220 Veteran Avenue	NI	NI	NA	NA	NA
108	Westwood Federal Building (P-19-189274)	11000 Wilshire Boulevard	NI	Significant	NA	NA	NA
109	LADWP Westwood Distribution Headquarters (P-19-173148)	1400 S Sepulveda Boulevard	NI	NI	NA	NI	NI
110	1400 Greenfield Avenue	1400 Greenfield Avenue	NI	NI	NI	NI	NI
111	1410 S Bentley Avenue	1410 S Bentley Avenue	NI	NA	NA	NA	NI
112	1410 Camden Avenue	1410 Camden Avenue	NI	NA	NA	NI	NI
113	1418 S Bentley Avenue	1418 S Bentley Avenue	NI	NA	NA	NA	NI
115	1511 S Bentley Avenue	1511 S Bentley Avenue	NA	NA	NA	NA	NI
116	1516 Pontius Avenue	1516 Pontius Avenue	NA	NA	NA	NA	NI
117	1527 Pontius Avenue	1527 Pontius Avenue	NA	NA	NA	NA	NI
118/119	General Telephone Company Building	1544 Cotner Avenue	LTS	LTS	NA	NA	NI
120	Louise Green Millinery Co. Building	1616 Cotner Avenue	LTS	LTS	NA	NA	NA
121	Western Electric Supply Co. Building	1620 Cotner Avenue	LTS	LTS	NA	NA	NA



Map Reference #	Resource Name	Location	Alt 1 Impact	Alt 3 Impact	Alt 4 Impact	Alt 5 Impact	Alt 6 Impact
122	Photo Electronics Corp. Building	1944 Cotner Avenue	Significant	Significant	NA	NA	NA
123/124	Dual Ultimate Pharmacy	2020 Cotner Avenue	Significant	Significant	NA	NA	NA
125	2114 Cotner Avenue	2114 Cotner Avenue	Significant	Significant	NA	NA	NA
126/127	Big Tommy's	11285 and 11289 W. Pico Boulevard	NI	LTS	NA	NA	NA
128	2467 Sawtelle Boulevard	2467 Sawtelle Boulevard	NI	NI	NA	NA	NA
129	2435 Military Avenue	2435 Military Avenue	NA	NA	NI	NI	NA
130	West End Hotel	1538 S Sawtelle Boulevard	NA	NA	NA	NA	NI
131	11271 W Massachusetts Avenue	11271 W Massachusetts Avenue	NA	NA	NA	NA	NI
132	Laemmle Theater	11521 Santa Monica Boulevard	NA	NA	NA	NA	Significant
133	313 S. Church Lane	313 S. Church Lane	NI	NA	NA	NA	NA

Source: HTA, 2024

Alt = Alternative

LTS = Less Than Significant

NA = not applicable

NI = No Impact

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967. It is significant for its Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would be over Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed is of Raymer Street and the existing Southern Pacific Railroad alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees comprise a linear historical resource. The trees are significant for their associations with the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 1, the proposed aerial Sherman Way Station would be constructed within the boundary of this linear historical resource. The proposed aerial station would introduce a new visual element but would not change the defining characteristics of this resource such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetic of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired. However, construction of the alignment, station, and construction staging areas has the potential to alter or destroy existing contributing street trees associated with this historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Van Nuys Boulevard Street Trees (Map Reference #14)

The Van Nuys Boulevard Street Trees comprise a linear historical resource. They are significant for their association with the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.

Under Alternative 1, the proposed aerial guideway would be constructed at the western boundary of the resource, on Victory Boulevard. The aerial guideway structure would be sited on the eastern side of

the I-405 freeway and would introduce a new visual element into the resource's setting. However, the linear resource's key defining characteristics, including its alignment, continuity, and relationship to its surroundings, would remain intact. The resource's visual presence as a continuous linear corridor would remain discernible, and its historical association with transportation infrastructure would not be materially impaired. However, the alignment construction and the construction staging areas have the potential to alter or destroy existing contributing street trees associated with this historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

15300 Ventura Boulevard (Map Reference #31/33)

The commercial building and its associated parking garage at 15300 Ventura Boulevard is significant for its 1964 International Style design. Under Alternative 1, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 20 feet from the rear (west elevation) of the commercial building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the rear elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. Therefore, although the proposed aerial structure would introduce a new visual element, it would not change the historic character of the building or its setting in a manner that material impairs its significance.

However, construction of the station, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* for more information [Metro, 2025b].) Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features, including the associated parking garage, if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by requiring pre-construction assessments, vibration-reducing construction techniques, and continuous monitoring to prevent damage to character-defining features.

Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

The Da Siani Ristorante building is a one-story commercial building significant for its 1950 Modern design.

Under Alternative 1, the property would be acquired and demolished for the construction of an aerial structure parallel to I-405. Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Implementation of MM CUL-4 and MM CUL-5 would reduce this impact by ensuring archival documentation and public interpretation of the resource's historical significance. However, because these measures cannot prevent the demolition itself, they cannot reduce the impact to a less than significant level.

West Los Angeles Veterans Affairs Historic District (Map Reference #86)

The West Los Angeles Veterans Affairs Historic District is significant for its association with the government's development of veterans health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.

Under Alternative 1, the proposed aerial guideway and the proposed aerial Wilshire Boulevard/Metro D Line Station would be constructed within roughly 20 to 150 feet of the historic district, east of Dowlen Drive. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers, asphalt milling machines, asphalt paving machines, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. During construction of Alternative 1, the historic district would not be physically demolished, destroyed, relocated, or altered. However, due to the aerial nature of the project components, permanent visual impacts on this historic district and its setting are anticipated from the guideway and station. Construction of the guideway and station would cause a significant impact on the West Los Angeles Veterans Affairs Historic District. Implementation of MM CUL-1, MM CUL-2, and MM CUL-3 would reduce this potentially significant impact to a less than significant level by ensuring that project design is compatible with the Secretary of the Interior's Standards, protecting contributing landscape elements, and incorporating construction monitoring and vibration controls to minimize physical and visual impacts to the historic district.

Photo Electronics Corp. Building (Map Reference #122)

The Photo Electronics Corp. Building at 1944 Cotner Avenue is an industrial building. It is significant for its 1967 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 50 feet from the west elevation of the building. The aerial structure would be sited along the west side of Cotner Avenue and I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Dual Ultimate Pharmacy (Map Reference #123/124)

The Dual Ultimate Pharmacy at 2020 Cotner Avenue is a commercial building. It is significant for its 1966 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 60 feet from the west elevation of the building. The aerial structure would traverse Cotner Avenue, east of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes Cotner Avenue and I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resources.

2114 Cotner Avenue (Map Reference #125)

The industrial building at 2114 Cotner Avenue is significant for its 1969 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 100 feet from the west elevation (façade) of the building. The aerial structure would be sited along the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405 and Cotner Avenue. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Significant and Unavoidable

Operational Impacts

Operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 3 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA guidelines (Section 15064.5). Activities during Alternative 3 operations would be limited to the operation and maintenance of alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and new pedestrian traffic within the environs of the station locations.

Construction Impacts

Alternative 3 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent features of Alternative 3.

Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 3's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. The following discussion describes historical resources with significant impacts.

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967, significant for its Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial and the north elevation's current viewshed includes Raymer Street and the existing Southern Pacific Railroad alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees are a linear resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way was a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 3, the proposed aerial Sherman Way Station would be constructed within the boundary of the linear historical resource. The proposed aerial station would introduce a new visual element but would not change the defining characteristics of this resource, such as its linear alignment, continuity, or the presence the street trees along the corridor. The overall historic character and visual aesthetic of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired. However, construction of the alignment, station, and construction staging areas has the potential to destroy existing contributing street trees associated with the historical

resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Van Nuys Boulevard Street Trees (Map Reference #14)

The Van Nuys Boulevard Street Trees are a linear resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Parts of Sherman Way were renamed Van Nuys Boulevard and Chandler Boulevard. Sherman Way was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.

Under Alternative 3, the proposed aerial guideway would be constructed at the western boundary of the resource, on Victory Boulevard. The aerial guideway structure would be sited on the eastern side of the I-405 freeway and would introduce a new visual element into the resource's setting. However, the linear resource's key defining characteristics, including its alignment, continuity, and relationship to its surroundings would remain intact. The resource's visual presence as a continuous linear corridor would remain discernible, and its historical association with transportation infrastructure would not be materially impaired. However, construction of the alignment and construction staging areas has the potential to destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

15300 Ventura Boulevard (Map Reference #31/33)

The 15300 Ventura Boulevard building and its associated parking garage at 15300 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 3, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 20 feet from the rear (west elevation) of the commercial building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the rear elevation's current viewshed is of I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. Therefore, although the proposed aerial structure would introduce a new visual element, it would not change the historic character of the building or its setting in a manner that material impairs its significance.

However, construction of the station, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* for more information [Metro, 2025b].) Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features, including the associated parking garage, if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by requiring pre-construction assessments, vibration-reducing construction techniques, and continuous monitoring to prevent damage to character-defining features.

Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

The Da Siani Ristorante building is a one-story commercial building significant for its 1950 Modern design. Under Alternative 3, the property would be acquired and demolished for the construction of an aerial structure parallel to I-405. Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Implementation of MM CUL-4 and MM CUL-5 would reduce this impact by ensuring archival documentation and public interpretation of the resource's historical significance. However, because these measures cannot prevent the demolition itself, they cannot reduce the impact to a less than significant level. 10811 Ambazac Way (Map Reference #68)

The residential building at 10811 Ambazac Way is significant for its 1931 Monterey Revival design. Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact this historical resource. The construction activities adjacent to this resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multi-story education property. It is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 3, the proposed underground UCLA Gateway Plaza Station and roadway improvements would be constructed approximately 30 feet west of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The station portal adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elements would introduce a permanent visual element adjacent to the building, these elements would not block significant views of the historical resource, would be smaller scale in nature compared to the proposed station, and the building would not be obscured from view. Further, existing trees and vegetation between the proposed station and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station, potential use of pile driving at this location, roadway improvements, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and*

Vibration Technical Report for more information [Metro, 2025b].) Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

West Los Angeles Veterans Affairs Historic District (Map Reference #86)

The West Los Angeles Veterans Affairs Historic District is significant for its association with the government's development of veteran's health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.

Under Alternative 3, the proposed underground Wilshire Boulevard/Metro D Line Station and roadway improvements would be constructed approximately 50 feet east of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The contributing resources of the historic district would not be physically demolished, destroyed, relocated, or altered. The station portal adjacent to the historic district would introduce new visual, audible, and atmospheric elements within its immediate surroundings. However, the existing setting would be left largely intact.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Veterans Rehabilitation Services (Map Reference #87)

The UCLA Veterans Rehabilitation Services building is a commercial property. It is significant for its 1960 Contemporary design and as a work of a master, Welton Beckett and Associates.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction

techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

10940 Weyburn Avenue (Map Reference #93)

The commercial building at 10940 Weyburn Avenue is significant for its 1934 Spanish Colonial Revival design.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Chatam Restaurant (Map Reference #94)

The Chatam Restaurant building at 10930 Weyburn Avenue is significant for its 1940 One Part Commercial Block design.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Westwood Federal Building (Map Reference #108)

The Westwood Federal Building is multi-story office building. It is significant for its 1966 New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.

Under Alternative 3, the proposed underground Wilshire Boulevard/Metro D Line Station and a traction power substation (TPSS) site would be constructed approximately 420 feet northeast from the side (east elevation) of the building, at the corner of Wilshire Boulevard and Veteran Avenue. An additional TPSS site would be constructed about 178 feet southeast of south elevation. The building would not be

physically demolished, destroyed, relocated, or altered. The new station and TPSS sites would introduce a new visual element but would not change the historic character of the building because its character defining features, such as its architectural design, materials, and fenestration, would not be altered or obscured. The distance of the new elements from the building minimizes their effect on its immediate setting, and the new features would not fundamentally alter the existing urban context of the area. The building's primary elevations and overall historic integrity would remain visible and intact.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Photo Electronics Corp. Building (Map Reference #122)

The Photo Electronics Corp. Building at 1944 Cotner Avenue is an industrial building. It is significant for its 1967 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 50 feet from the west elevation of the building. The aerial structure would be sited along the west side of Cotner Avenue and I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Dual Ultimate Pharmacy (Map Reference #123/124)

The Dual Ultimate Pharmacy at 2020 Cotner Avenue is a commercial building. It is significant for its 1966 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 60 feet from the west elevation of the building. The aerial structure would traverse Cotner Avenue, east of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes Cotner Avenue and I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would

not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

2114 Cotner Avenue (Map Reference #125)

The industrial building at 2114 Cotner Avenue is significant for its 1969 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 100 feet from the west elevation (façade) of the building. The aerial structure would be sited on the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Cotner Avenue. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Significant and Unavoidable

Operational Impacts

Operation and maintenance of the Alternative 4 alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 4 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5). Activities during Alternative 4 operations would be limited to the operation and maintenance of alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and new pedestrian traffic within the environs of the station locations.

Construction Impacts

Project Alternative 4 activities during construction of the alignment would include property acquisitions and new construction of permanent Project features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 4's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. The following discussion describes historical resources with significant impacts.

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967. It is significant for its Modern design.

Under Alternative 4, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing Southern Pacific Railroad alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

The Performing Arts Center (Map Reference #8)

The Performing Arts Center at 7735 Sepulveda Boulevard is a commercial property. It is significant for its 1961 Googie design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 40 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new

visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Valley Animal Hospital (Map Reference #9)

The Valley Animal Hospital building at 7721 Sepulveda Boulevard is significant for its 1968 Modern design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 70 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact this historical resource. The construction activities adjacent to this resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Lancer Lion II Apartments (Map Reference #10)

The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is a multi-family apartment building significant for its association with the Live Better Electrically and Medallion Homes program and the electrical history of Los Angeles.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements approximately 37 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Air Raid Siren No. 110 (Map Reference #11)

The Air Raid Siren No. 110 is a pole-mounted structure installed in 1940 that is significant for its association with World War II and Cold War military infrastructure.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 50 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the

historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees are a linear resource and are significant for their associations with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way was a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 4, the proposed aerial Sherman Way Station would be constructed within the boundary of the linear historical resource. The proposed aerial station would introduce a new visual element but would not change the defining characteristics of this resource, such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetic of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired.

However, construction of the alignment, station, and construction staging areas has the potential to destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

6833 Sepulveda Boulevard (Map Reference #13)

The multiple-family building at 6833 Sepulveda Boulevard is significant for its association with the post-World War II housing crisis and for its 1967 Modern and Stucco Box/Dingbat design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 40 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural

details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

6160 Sepulveda Boulevard (Map Reference #17)

The industrial property at 6160 Sepulveda Boulevard is a large industrial building constructed in 1953. It is significant for its association with the post-World War II industrial development of Van Nuys.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 45 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Air Raid Siren No. 117 (Map Reference #18)

The Air Raid Siren No. 117 is a pole-mounted structure installed in 1940 that is significant for its association with World War II and Cold War military infrastructure.

Under Alternative 4, the proposed aerial Metro G Line Sepulveda Station and roadway improvements would be constructed approximately 100 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The siren would not be physically demolished, destroyed, relocated, or altered. The proposed aerial station and elevated alignment adjacent to the resource would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed aerial station and elevated alignment would introduce permanent visual elements directly in front of the siren, the relative height (approximately 30 feet) of the station and alignment would not block significant views of the historical resource. The existing

setting would be left largely intact. Because the setting of the siren is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibrations, equipment activities, and utility modifications adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements) if protection measures are not put in place. This would be a significant impact.

Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Cabana Motel (Map Reference #19)

The Cabana Motel at 5764 Sepulveda Boulevard is a 1946 commercial property. It is significant for its association with Los Angeles's post-World War II car culture and for its Modern design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 25 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

El Cortez Motel (Map Reference #20)

The El Cortez Motel at 5746 Sepulveda Boulevard is a 1949 commercial property. It is significant for its association with Los Angeles's post-World War II car culture and for its Modern design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements approximately 20 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The

proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

5724 Sepulveda Boulevard (Map Reference #21)

The multiple-family property at 5724 Sepulveda Boulevard is significant for its association with the post-World War II housing crisis and for its 1949 Modern and Stucco Box/Dingbat design.

Under Alternative 4, aerial guideway columns and roadway improvements would be constructed approximately 60 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Kauai Surf (Map Reference #22)

The multiple-family property at 15232 Martha Street is significant for its association with the post-World War II housing crisis and for its 1962 Modern and Stucco Box/Dingbat design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 70 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

5450 Sepulveda Boulevard (Map Reference #23)

The residential building at 5450 Sepulveda Boulevard is significant for its 1953 Monterey design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 100 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to

inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Cathedral of St. Mary Church (Map Reference #24)

The Cathedral of St. Mary Church at 5335 N Sepulveda Boulevard is significant for its 1961 Byzantine Revival design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 50 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to this resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Lt. Patrick H. Daniels United States Army Reserve Center (Map Reference #25)

The Lt. Patrick H. Daniels United States Army Reserve Center at 5161 Sepulveda Boulevard is a governmental property constructed in 1959. It is significant for its association with the Army Reserves in Los Angeles during the Vietnam War and for its Modern design.

Under Alternative 4, a partial property acquisition would occur, and the proposed aerial guideway columns and roadway improvements would be constructed approximately 60 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce permanent visual elements directly in front and to the side of the building, the relative height (approximately 30 feet) of

the elements would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

4700 Sepulveda Boulevard (Map Reference #27)

The multiple-family property at 4700 Sepulveda Boulevard is significant for its 1952 Eclectic Streamline Moderne design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 80 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

15233 Ventura Boulevard (Map Reference #30)

The commercial property at 15233 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station and aerial guideway would be constructed approximately 500 feet from the west elevation of the building. The aerial structure would be sited on the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

15300 Ventura Boulevard (Map Reference #31/33)

The commercial building and its associated parking garage at 15300 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 200 feet from the side (south elevation) of the commercial building, and the alignment would follow Sepulveda Boulevard approximately 30 feet from the front (east elevation) of the property. The Ventura Boulevard/Sepulveda Boulevard Station would require a partial take of the associated parking garage, which is a character-defining feature of the resource.

Physical demolition would materially impair the significance of the historical resource. Furthermore, construction of the station, potential use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. Partial demolition and potential construction vibration would be a significant impact. Implementation of MM CUL- 4 and MM CUL-5 would reduce impacts to these resources but cannot reduce impacts related to demolition to a less than significant level.

Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

Da Siani Ristorante (Sherwood Coiffeurs) located at 4511 Sepulveda Boulevard is a commercial building significant for its Modern design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 25 feet from the northeast elevation of the building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the rear and northeast elevation's current viewshed includes I-405 and adjacent commercial structures. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. Therefore, although the proposed aerial structure would

introduce a new visual element, it would not change the historic character of the building or its setting in a manner that material impairs its significance.

However, construction of the station and staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multi-story education property that is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 4, the proposed underground UCLA Gateway Plaza Station, above-ground TPSS site, and roadway improvements would be constructed approximately 30 feet south of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed station portal and aboveground TPSS site adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elements would introduce a permanent visual element adjacent to the building, these elements would not block significant views of the historical resource, would be smaller scale in nature compared to the proposed station, and the building would not be obscured from view. Further, existing trees and vegetation between the proposed station and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Gayley Center (Map Reference #103)

The Gayley Center located at 1101 Gayley Avenue is a larger commercial property. It is significant for its Late Modern commercial architecture and as work of noted architects Krisel Shapiro & Associates.

Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 4 to 5 feet east from the west elevation of the building. The station would be underground, and the Gayley Center would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed

includes the commercial corridors along Gayley Avenue. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Linde Medical Building (Map Reference #104/105)

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International Style design.

As designed, affected portions of the property entrance will be restored in accordance with the California Historical Building Code and all applicable requirements. Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed adjacent to the west elevation of the building. The station would be underground, and the Linde Medical Building tower would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Tishman Building (Map Reference #106)

The Tishman Building located at 10950 West Wilshire Boulevard is a large commercial property. It is significant for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.

Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 60 feet north from the north elevation of the building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Wilshire Boulevard. Due to the underground nature of the

proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 5 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5). Activities during Alternative 5 operations would be limited to the operation and maintenance of alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and to new pedestrian traffic within the environs of the station locations.

Construction Impacts

Project activities during construction of the alignment would include property acquisitions and new construction of permanent Project features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 5's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. The following discussion describes historical resources with significant impacts.

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967. It is significant for its Modern design.

Under Alternative 5, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing Southern Pacific Railroad alignment. The proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees are a linear historical resource. They are significant for their associations with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way was a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 5, the proposed underground Sherman Way Station would be constructed within the boundary of the linear historical resource. The proposed underground station with an aboveground station portal would introduce a new visual element but would not change the defining characteristics of this resource, such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetic of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired.

However, excavation of the station box and construction staging areas has the potential to alter or destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Van Nuys Boulevard Street Trees (Map Reference #14)

The Van Nuys Boulevard Street Trees are a linear historical resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way, parts of which were renamed Van Nuys Boulevard and Chandler Boulevard, was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.

Under Alternative 5, the proposed aerial Van Nuys Metrolink Station would be constructed within the boundary of the linear historical resource. The proposed aerial station would introduce a new visual element into the resource's setting. However, the linear resource's key defining characteristics,

including its alignment, continuity, and relationship to its surroundings, would remain intact. The resource's visual presence as a continuous linear corridor would remain discernible, and its historical association with transportation infrastructure would not be materially impaired.

However, construction of the alignment, station, and construction staging areas has the potential to alter or destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Lt. Patrick H. Daniels United States Army Reserve Center (Map Reference #25)

The Lt. Patrick H. Daniels United States Army Reserve Center at 5161 Sepulveda Boulevard is a governmental property constructed in 1959. It is significant for its association with the Army Reserves in Los Angeles during the Vietnam War and for its Modern design.

Under Alternative 5, the building would not be physically demolished, destroyed, relocated, or altered. However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

4506 Saugus Avenue (Map Reference #36)

The multiple family building at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR under Criterion C/3 for its Contemporary design.

Under Alternative 5, the proposed aerial Van Nuys Metrolink Station would be constructed approximately 40 feet from the west elevation of the building. The proposed aerial station would introduce a new visual element but would not change the historic character of the resource. The alteration of the setting with the new visual element of the aerial structure would not materially impair its ability to convey its significance. The proposed station adjacent to the building would introduce new visual, audible, and atmospheric elements within the building's immediate surroundings. Although the proposed elements would introduce permanent visual elements to the west of the building, these elements would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments,

implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multi-story education property that is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 5, the proposed underground UCLA Gateway Plaza Station and roadway improvements would be constructed approximately 30 feet west of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed station portal adjacent to the building would introduce new visual, audible, and atmospheric elements within the building's immediate surroundings. Although the proposed elements would introduce permanent visual elements adjacent to the building, they would not block significant views of the historical resource, would be smaller scale in nature compared to the proposed station, and the building would not be obscured from view. Further, existing trees and vegetation between the proposed station and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to this resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Gayley Center (Map Reference #103)

The Gayley Center located at 1101 Gayley Avenue is a larger commercial property. It is significant for its Late Modern commercial architecture and as work of noted architects Krisel Shapiro & Associates.

Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 50 feet east from the west elevation of the building. The station would be underground, and the Gayley Center would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring

pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Linde Medical Building (Map Reference #104/105)

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International Style design.

As designed, affected portions of the property entrance will be restored in accordance with the California Historical Building Code and all applicable requirements. Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed adjacent to the west elevation of the building. The station would be underground, and the Linde Medical Building tower would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Tishman Building (Map Reference #106)

The Tishman Building located at 10950 West Wilshire Boulevard is a large commercial property. It is significant for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.

Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 60 feet north from the north elevation of the building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Significant and Unavoidable

Operational Impacts

Operation and maintenance of the Alternative 6 alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 6 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5). Activities during Alternative 6 operations would be limited to the operation and maintenance of the alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and new pedestrian traffic within the environs of the station locations.

Construction Impacts

Alternative 6 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Project Alternative 6 features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 6's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. The following discussion describes historical resources with significant impacts.

Alternative 6 Historical Resources – Significant Impact

Bill's Valley Car Wash (Map Reference #44)

The Bill's Valley Car Wash building at 7530 Van Nuys Boulevard is a commercial property. It is significant for its role in the commercial and industrial development of Van Nuys and for its 1962 Googie design.

Under Alternative 6, the property would be acquired and demolished for the construction of the proposed Van Nuys Metrolink Station. Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Implementation of MM CUL-4 and MM CUL-5 would reduce this impact by ensuring archival documentation and public interpretation of the resource's historical significance. However, because these measures cannot prevent the demolition itself, they cannot reduce the impact to a less than significant level.

5958 Van Nuys Boulevard (Map Reference #55)

The building located at 5958 Van Nuys Boulevard is a commercial building significant for its One-Part Commercial Block design.

Under Alternative 6, the proposed TPSS 15 and 16 would be located along Van Nuys Boulevard between Emelita Street and Califa Street. The TPSS would be underground and located immediately under the commercial building. The building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Van Nuys Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Historic District (Map Reference #72)

The UCLA Historic District includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant as the first public institution of higher education in Southern California, and for its design.

Under Alternative 6, the proposed UCLA Gateway Plaza Station would be built within the boundaries of the historic district. The station would be underground, and none of the contributing buildings or landscape elements would be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the UCLA campus and roadways. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historic district or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical district. The construction activities within the district also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would result in a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multi-story education property that is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 6, the proposed UCLA Gateway Plaza Station would be constructed approximately 20 feet from the west elevation of the building. During construction, a portion of the stairs leading to

the building would be removed and replaced with temporary stairs. Once the station box is completed, permanent stairs would be rebuilt. Construction activities would remove the stairs leading to the building and replace them upon completion. The stairs are not a contributing element to the historical significance of UCLA Ackerman Hall and, therefore, would not result in a significant impact. The station would be underground, and the UCLA Ackerman Hall building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the UCLA campus and roadways. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Gayley Center (Map Reference #103)

The Gayley Center located at 1101 Gayley Avenue is a larger commercial property. It is significant for its Late Modern commercial architecture and as work of noted architects Krisel Shapiro & Associates.

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 50 feet east from the west elevation of the building. The station would be underground, and the Gayley Center would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Linde Medical Building (Map Reference #104/105)

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International Style design.

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 100 feet from the west elevation of the building. The station would be underground, and the Linde Medical Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of

the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Tishman Building (Map Reference #106)

The Tishman Building is a commercial building constructed in 1971. It is significant for its Corporate Modern high rise architecture and as the work of master architect Welton Becket.

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 20 feet from the north elevation of the building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the north elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Laemmle Theater (Map Reference #132)

The Laemmle Theater at 11521 Santa Monica Boulevard is a commercial property constructed in 1923. It is significant for its Italian Renaissance design.

Under Alternative 6, the proposed Santa Monica Boulevard Station would be constructed approximately 20 feet from the south elevation of the building. The station would be underground, and the Laemmle Theater would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the north elevation's current viewshed includes the commercial corridor along Santa Monica Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, and architectural details) and landscape elements if protection measures are not

put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The MSF Base Design would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with the MSF Base Design because there are no historical resources at the MSF Base Design location. Therefore, the MSF Base Design would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA guidelines (Section 15064.5).

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The MSF Design Option 1 would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with MSF Design Option 1 because there are no historical resources at the MSF Design Option 1 location. Therefore, the MSF Design Option 1 would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA guidelines (Section 15064.5).

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The Electric Bus MSF would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with the Electric Bus MSF because there are no historical resources at the Electric Bus MSF location. Therefore, the Electric Bus MSF would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA guidelines (Section 15064.5).

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant*Operational and Construction Impacts*

The MSF has the potential to impact 13812 Saticoy Street (Map Reference #1), 13914 Saticoy Street (Map Reference #2), 13938 Saticoy Street (Map Reference #3), and 13942 Saticoy Street (Map Reference #4). However, the MSF would not physically demolish, destroy, relocate, or alter any of these historical resources. The existing viewshed of these historical resources is commercial with modern development, and the proposed alteration of this setting by the MSF would not materially impair their significance. There would be no construction or operational impacts to these historical resources associated with the MSF. Therefore, the MSF would result in a less than significant impact. No mitigation measures are required.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)**Impact Statement****Operational Impact: Less than Significant****Construction Impact: Less than Significant***Operational and Construction Impacts*

The MSF has the potential to impact 13812 Saticoy Street (Map Reference #1), 13914 Saticoy Street (Map Reference #2), 13938 Saticoy Street (Map Reference #3), and 13942 Saticoy Street (Map Reference #4). However, the MSF would not physically demolish, destroy, relocate, or alter any historical resources. The existing viewshed of these historical resources is commercial with modern development, and this alteration of setting would not materially impair their significance. There would be no construction or operational impacts to these historical resources associated with the MSF. Therefore, the MSF would result in a less than significant impact. No mitigation measures are required.

3.4.5.2 Impact CUL-2 Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**Project Alternatives*****No Project Alternative*****Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant***Operational Impacts*

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect archaeological resources as the existing bus route would continue to operate along existing streets and highways. Further, because the Project would not be built, its impacts on archaeological would not occur. Operational activities do not typically include excavation which would potentially impact archaeological resources. Therefore, the No Project Alternative would have no operational impacts to archaeological resources, including historical resources or unique archaeological resources, in the Project Study Area.

Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. The maximum depth of disturbance required to implement any bus stop modifications associated with the rerouting of Metro Line 761 would be within the artificial fill depth associated with the existing street and would have minimal potential to encounter any previously undiscovered archaeological resources. Impacts to archaeological resources, including historical resources or unique archaeological resources, would be less than significant.

Alternative 1

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant with Mitigation

Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resources within the Alternative 1 Archaeological RSA. Any post-review discovery archaeological resources encountered during construction of Alternative 1 would be evaluated and impacts mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post review discoveries mitigated during construction. Therefore, operation and maintenance activities would result in no impact and would not cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, pursuant to CEQA Guidelines (Section 15064.5).

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.2 indicates construction activities associated with the Alternative 1 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential to encounter such resources because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic age archaeological site have been identified within the Archaeological RSA for this alternative. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the footprint of the alignment and does not have potential to be impacted by construction of Alternative 1. However, the sediments present across the alignment consist of younger and older quaternary alluvium, which have the potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 1 components would be constructed at great depth, and those in areas with high levels of previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as where Alternative 1 components would be constructed in shallower depths, and with low or unknown levels of

previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have also been documented in the Built Environment RSA and within the Project Study Area, between approximately 0.5 and 1.25 miles from of the Alternative 1 Archaeological RSA. They were often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Construction activities for the alignment would include new excavation and other ground-disturbing activities, which could impact subsurface archaeological resources.

Buried archaeological resources may exist within the Alternative 1 Archaeological RSA, and it is possible these resources could be unearthed during project excavation activities. The proposed alignment for Alternative 1 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 1 alignment would have limited potential to encounter intact archaeological resources. Other construction activities, such as mass excavation for new stations, monorail transit (MRT) footings, at-grade alignment segments, and ancillary facilities with excavation depths greater than 5 feet, have a moderate potential to encounter intact archaeological deposits below shallow previous ground disturbances (refer to Section 3.4.6).

Based on this analysis, construction of Alternative 1 has the potential to cause a substantial adverse change in the significance of an archaeological resource, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (refer to Section 3.4.63.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 1.

Alternative 3

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational impacts to archaeological resources under Alternative 3 would be the same as Alternative 1. No operational impacts would occur.

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.3 indicates construction activities associated with the Alternative 3 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential because no intact

significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified directly within or adjacent to the Archaeological RSA for Alternative 3. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the footprint of the alignment and does not have potential to be impacted by construction of Alternative 3. However, the sediments present across the Alternative 3 alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 3 components would be constructed at great depth, and those in areas with high levels of previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 3 components constructed in shallower depths and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within a 0.5-mile radius of the Alternative 3 Archaeological RSA. They were often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Alternative 3 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent features of Alternative 3.

Buried archaeological resources may exist within the Alternative 3 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 3 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 3 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, MRT footings, at-grade alignment segments, portions of tunnel construction, and ancillary facilities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Figure 3.4-7).

Based on this analysis, construction of Alternative 3 has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 3.

Alternative 4**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant with Mitigation***Operational Impacts*

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 4 Archaeological RSA. Any post review discovery archaeological resources encountered during construction of Alternative 4 would be evaluated and impacts mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post-review discoveries mitigated during construction. Therefore, operation and maintenance activities would result in no impact and would not cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, pursuant to CEQA guidelines (Section 15064.5).

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.4 indicates construction activities associated with the Alternative 4 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified within or directly adjacent to the Archaeological RSA for Alternative 4. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the footprint of the alignment and does not have potential to be impacted by construction of Alternative 4. However, the sediments present across the alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 4 components would be constructed at great depth, and those in areas with high levels of well-documented, previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 4 components constructed in shallower depths, and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within the Project Study Area between 0.75 and 1.45 miles from the Alternative 4 Archaeological RSA. Such resources are often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Activities during construction of the Alternative 4 alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Alternative 4 features.

Buried archaeological resources may exist within the Alternative 4 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 4 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 4 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, heavy rail transit (HRT) footings, at-grade alignment segments, TBM launch and extraction sites, and ancillary facilities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Figure 3.4-8).

Based on this analysis, construction of Alternative 4 has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the Alternative 4 alignment would be significant, and mitigation is required (Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 4.

Alternative 5

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 5 Archaeological RSA. Any post-review discovery archaeological resources encountered during construction of Alternative 5 would be evaluated and impacts mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post-review discoveries mitigated during construction. Therefore, operation and maintenance activities would result in no impact and would not cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, pursuant to CEQA guidelines (Section 15064.5).

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.5 indicates construction activities associated with the Alternative 5 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified within or directly adjacent to the Archaeological RSA for Alternative 5. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the footprint of the alignment and does not have potential to be impacted by construction of

Alternative 5. However, the sediments present across the alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 5 components would be constructed at great depth, and those in areas with high levels of well-documented, previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 5 components constructed in shallower depths, and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within a 0.5-mile radius of the Alternative 5 Archaeological RSA. They have often been encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Activities during construction of the Alternative 5 alignment would include property acquisitions, demolition of historical resources, and new construction of permanent features.

Buried archaeological resources may exist within the Alternative 5 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 5 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 5 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, HRT footings, at-grade alignment segments, TBM launch and extraction sites, and ancillary facilities with excavation depths greater than 5 feet, have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Figure 3.4-9).

Based on this analysis, construction of Alternative 5 has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 5.

Alternative 6

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 6 Archaeological RSA. Any post review discovery archaeological resources encountered during construction of Alternative 6 would be evaluated and impacts mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post-review discoveries mitigated during construction. Therefore, operation and maintenance activities would result in no impact and would not cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, pursuant to CEQA guidelines (Section 15064.5).

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.6 indicates construction activities associated with the Alternative 6 alignment would have low to high potential to encounter previously unidentified archaeological resources below ground surface. Portions of the Archaeological RSA in proximity to P-19-000382 were determined to have high potential because intact significant archaeological resources have been identified directly adjoining to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site have been identified within or directly adjacent to the Archaeological RSA for Alternative 6. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the footprint of the alignment and does not have potential to be impacted by construction of Alternative 6. However, the sediments present across the Alternative 6 alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 6 components would be constructed at great depth, and those in areas with high levels of well-documented, previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 6 components constructed in shallower depths, and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within a 0.5-mile radius of the Alternative 6 Archaeological RSA. They were often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Alternative 6 features.

Buried archaeological resources may exist within the Alternative 6 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 6 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 6 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, TBM launch

and extraction sites, mountain shaft and access road, near-surface construction activities, and ancillary facilities with excavation depths greater than 5 feet would have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Figure 3.4-10).

Based on this analysis, construction of Alternative 6 has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 6.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not involve excavation that would affect archaeological resources. No operational impacts to archaeological resources, including historical resources or unique archaeological resources, would occur.

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.2 indicates construction activities associated with the MSF Base Design would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric- or historic-age archaeological sites have been identified within or adjacent to the MSF Base Design; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity. Construction of the MSF Base Design has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternatives 1 and 3 MSF Base Design.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not involve excavation that would affect archaeological resources. No operational impacts to archaeological resources, including historical resources or unique archaeological resources, would occur.

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.2 indicates construction activities associated with the MSF Design Option 1 would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric- or historic-age archaeological sites have been identified within or adjacent to the Alternative 1 MSF Design Option 1; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity.

Construction of the Alternative 1 MSF Design Option 1 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources, including historical resources or unique archaeological resources, related to construction of the alignment alternative would be significant, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternatives 1 and 3 MSF Design Option 1.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not involve excavation that would affect archaeological resources. No operational impacts to archaeological resources, including historical resources or unique archaeological resources, would occur.

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.2 indicates construction activities associated with the Alternative 1 Electric Bus MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric- or historic-age archaeological sites have been identified within or adjacent to the Alternative 1 Electric Bus MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity. Figure 3.4-6

Construction of the Alternative 1 Electric Bus MSF has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources, including historical resources or unique archaeological resources, related to construction of the alignment alternative would be significant, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 1 Electric Bus MSF.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not involve excavation that would affect archaeological resources. No operational impacts to archaeological resources, including historical resources or unique archaeological resources, would occur.

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.5 indicates construction activities associated with the MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric- or historic-age archaeological sites have been identified within or adjacent to the Alternative 4 MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity.

Construction of the MSF has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the MSF would be significant, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 4 and 5 MSF.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not involve excavation that would affect archaeological resources. No operational impacts to archaeological resources, including historical resources or unique archaeological resources, would occur.

Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 3.4.4.6 indicates construction activities associated with the Alternative 6 MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric- or historic-age archaeological sites have been identified within or adjacent to the MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity.

Construction of the MSF has the potential to cause a substantial adverse change in the significance of archaeological resources, including historical resources or unique archaeological resources, listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 6 MSF.

3.4.5.3 Impact CUL-3 Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: Less Than Significant

Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect historical resources, as the existing bus route would continue to operate along existing streets and highways. Operational activities do not typically include excavation, which would potentially impact human remains. Therefore, the No Project Alternative would have no operational impacts to human remains in the Project Study Area.

Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. The maximum depth of disturbance required to implement any bus stop modifications associated with the rerouting of Metro Line 761 would be within the artificial fill depth associated with the existing street and would have minimal potential to encounter any unofficial burial sites. Impacts to buried human remains would be less than significant.

Alternative 1**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant with Mitigation***Operational Impacts*

Project activities during Project operations would be limited to the operation and maintenance of the alignment. These types of operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, the Alternative 1 would have no operational impacts on human remains.

Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground-disturbing activities. It is possible burials could be unearthed during project excavation activities.

One known cemetery, the Los Angeles National Cemetery, is located within the Alternative 1 Built Environment RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed project footprint, and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, located approximately 0.5 mile west of the Alternative 1 Archaeological RSA. The ethnographic village site is not close to the Alternative 1 RSA, but it provides evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 1 alignment, unknown human burials may exist within the Alternative 1 Archaeological RSA, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of Alternative 1 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 1.

Alternative 3**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant with Mitigation***Operational Impacts*

Operational impacts to human remains under Alternative 3 would be the same as Alternative 1. No operational impacts would occur.

Construction Impacts

Construction impacts to human remains under Alternative 3 would be the same as Alternative 1. Mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 3.

Alternative 4

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Project activities during Project operations would be limited to the operation and maintenance of alignment. These types of operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, the operation of the proposed Project in the Alternative 4 RSA would have no impact.

Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground-disturbing activities. It is possible these burials could be unearthed during project excavation activities.

One known cemetery, the Los Angeles National Cemetery, is located adjacent to the Alternative 4 Built Environment RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed project footprint and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, an ethnohistoric village site located approximately 0.8 mile west of the Alternative 4 Archaeological RSA. The village site is not near the Alternative 4 RSA, but it provides evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 4 alignment, unknown human burials may exist within the Alternative 4 Archaeological RSA, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of Alternative 4 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 4.

Alternative 5

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational impacts to human remains under Alternative 5 would be the same as Alternative 4. No operational impacts would occur.

Construction Impacts

Construction impacts to human remains under Alternative 5 would be the same as Alternative 4. Mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 5.

Alternative 6**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant with Mitigation***Operational Impacts*

Project activities during Project operations would be limited to the operation and maintenance of alignment. These types of operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, the operation of the proposed Project in the Alternative 6 RSA would have no impact.

Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground-disturbing activities.

One known cemetery, the Los Angeles National Cemetery, is located within 600 feet of the Alternative 6 Archaeological RSA. However, the probability of encountering human remains during construction is low, because the Los Angeles National Cemetery is located outside of the proposed project footprint and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, an ethnohistoric village site located approximately 200 feet north of the Alternative 6 Archaeological RSA. The village site is located near the Alternative 6 RSA and provides evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 6 alignment, unknown human burials may exist within the Alternative 6 Archaeological RSA, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of Alternative 6 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 6.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not typically include excavation, which would have the potential to encounter human remains. Therefore, no operation impacts related to human remains would occur.

Construction Impacts

While no evidence of human remains has been previously identified within the proposed MSF Base Design site, burials have been identified in proximity to the Alternatives 1 and 3 Archaeological RSAs. Unknown human burials may exist within the MSF Base Design, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the MSF Base Design has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 1 and 3 MSF Base Design.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not typically include excavation, which would have the potential to encounter human remains. Therefore, no operation impacts related to human remains would occur.

Construction Impacts

While no evidence of human remains has been previously identified within the proposed MSF Design Option 1 site, burials have been identified in proximity to the Alternatives 1 and 3 Archaeological RSAs. Unknown human burials may exist within the MSF Design Option 1, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the MSF Design Option 1 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 1 and 3 MSF Design Option 1.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Operational activities at MSFs do not typically include excavation, which would have the potential to encounter human remains. Therefore, no operation impacts related to human remains would occur.

Construction Impacts

While no evidence of human remains has been previously identified within the Electric Bus MSF, burials have been identified in proximity to the Alternative 1 Archaeological RSA. Unknown human burials may exist within the Electric Bus MSF, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Electric Bus MSF has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 1 Electric Bus MSF.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant with Mitigation***Operational Impacts*

Operational activities at MSFs do not typically include excavation, which would have the potential to encounter human remains. Therefore, no operation impacts related to human remains would occur.

Construction Impacts

While no evidence of human remains has been previously identified within the MSF site, burials have been identified in proximity to the Alternative 4 and 5 Archaeological RSAs. Unknown human burials may exist within the MSF site and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the MSF has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for the MSF.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant with Mitigation***Operational Impacts*

Operational activities at MSFs do not typically include excavation, which would have the potential to encounter human remains. Therefore, no operation impacts related to human remains would occur.

Construction Impacts

While no evidence of human remains has been previously identified within the MSF site, burials have been identified in proximity to the Alternative 6 Archaeological RSA. Unknown human burials may exist within the MSF site, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the MSF has the potential to cause a substantial adverse change to an

unknown burial. Disturbance of unknown burial sites would result in a significant impact and mitigation is required (refer to Section 3.4.6). With implementation of MM CUL-8 impacts on human remains would be reduced to less than significant for Alternative 6 MSF.

3.4.6 Mitigation Measures

Under each of the Alternatives, there would be potential construction impacts to historical resources, archaeological resources, and human remains. Therefore, the following eight mitigation measures were developed.

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- *A project-wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of the EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.*
- *The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological monitoring activities as defined in MM CUL-7. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is*

determined to be a Tribal Cultural Resource through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.

- *The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL-6.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require a pre-construction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine (TBM) launch/TBM extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to MM VIB-1.1, MM-VIB-3.1, MM VIB-4.2, MM VIB-5.2, and MM VIB-6.1.) In scenarios where a historical resource would be impacted by differential settlement caused by the TBM construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine, as deemed appropriate in consultation with Metro's tunneling panel. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. If the post-construction survey identifies damage to historical resources, the Project shall require that repairs be made in accordance with the SOI Standards for the Treatment of Historic Properties. The assessment shall confirm that such repairs have been completed to restore the resource's integrity and avoid any permanent material impairment to the resource.*
- *MM CUL-1 applies to following historical resources:*
 - *Sherman Way Street Trees (Alternatives 1, 3, 4, and 5)*

- *Van Nuys Boulevard Street Trees (Alternatives 1, 3, and 5)*
- *15300 Ventura Boulevard (Alternatives 1 and 3)*
- *West Los Angeles Veterans Affairs Historic District (Alternatives 1 and 3)*
- *Westwood Federal Building (Alternative 3)*
- *10811 Ambazac Way (Alternative 3)*
- *UCLA Ackerman Hall (Alternatives 3, 4, 5, and 6)*
- *10940 Weyburn Avenue (Alternative 3)*
- *Chatam Restaurant (Alternative 3)*
- *Performing Arts Center (Alternative 4)*
- *Valley Animal Hospital (Alternative 4)*
- *Van Nuys Boulevard Street Trees (Alternative 5)*
- *6833 Sepulveda Boulevard (Alternative 4)*
- *6160 Sepulveda Boulevard (Alternative 4)*
- *Air Raid Sire No. 110 (Alternatives 4 and 5)*
- *Air Raid Siren No. 117 (Alternatives 4 and 5)*
- *Cabana Motel (Alternative 4)*
- *El Cortez Motel (Alternative 4)*
- *5724 Sepulveda Boulevard (Alternative 4)*
- *5450 Sepulveda Boulevard (Alternative 4)*
- *Cathedral of St. Mary Church (Alternative 4)*
- *Lt. Patrick H. Daniels United States Army Reserve Center (Alternatives 4 and 5)*
- *4700 Sepulveda Boulevard (Alternative 4)*
- *4506 Saugus Avenue (Alternative 5)*
- *UCLA Historic District (Alternative 6)*
- *Linde Medical Building (Alternative 4, 5, 6)*
- *Tishman Building (Alternative 4, 5, 6)*
- *Laemmle Theater (Alternative 6)*
- *14746 Raymer Street (Alternatives 1, 3, 4, 5)*
- *Photo Electronics Corp. Building (Alternatives 1 and 3)*
- *Dual Ultimate Pharmacy (Alternatives 1 and 3)*
- *2114 Cotner Avenue (Alternatives 1 and 3)*
- *Lancer Lion II Apartments (Alternative 4)*
- *15233 Ventura Boulevard (Alternative 4)*
- *Da Siani Ristorante (Sherwood Coiffeurs) (Alternative 4)*
- *Gayley Center (Alternatives 4, 5, 6)*
- *5958 Van Nuys Boulevard (Alternative 6)*
- *UCLA Veterans Rehabilitation Services (Alternative 3)*

MM CUL-2: Design Treatments

- *To ensure that new construction does not adversely affect the setting and character of a historic district, the Project shall be designed to be compatible with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings and for the Treatment of Cultural Landscapes at the following historical resources that would be altered by*

proposed aerial guideway elements, station entrances, towers, and retaining walls:

- West Los Angeles Veterans Affairs Historic District (Alternative 1)*
- *The project elements shall be designed to conform to the Secretary of the Interior Standards. To ensure the elements meet Secretary of the Interior Standards, the Project shall retain an architectural historian or historic architect who meets the Secretary of the Interior Professional Qualification Standards (36 CFR Part 61) (qualified professional) to consult on and assess project construction plans and/or design sets at 30 percent, 60 percent, and 90 percent design review phases. The qualified professional shall assess each design set for conformance with the Secretary of the Interior Standards and shall prepare memoranda to Metro. Metro shall incorporate any project changes into the subsequent design sets to conform to the Secretary of the Interior Standards. Metro shall approve a memorandum prepared by a qualified professional stating that the final (90 percent) construction plans conform to the Secretary of the Interior Standards prior to the start of construction.*

MM CUL-3:**Pre-Construction and Construction Protection Measures**

- *The Project shall retain a qualified historic architect or architectural historian to conduct a pre-construction survey of the contributing landscape elements of the West Los Angeles Veterans Affairs Historic District. This survey shall document the location, dimensions, and condition of all contributing landscape elements within the area of potential impact prior to the start of construction. This documentation shall establish a baseline against which potential construction impacts shall be evaluated. The results of this survey shall be provided to Metro and the California Office of Historic Preservation (OHP) for review.*
- *Following completion and review of the pre-construction survey, a construction monitoring plan shall be prepared by a qualified historic architect or qualified architectural historian (“Qualified Architect”). The plan shall specify that all contributing landscape elements identified in the survey shall be avoided during construction. Protective measures, including fencing, ground covers, and temporary supports, shall be installed around contributing landscape elements prior to construction activities occurring within 10 feet of the resource.*
- *Construction activities involving heavy equipment or other vibration-producing activities shall not exceed a recommended vibration threshold at the location of any contributing landscape element, as determined by a qualified vibration consultant. Vibration monitoring equipment shall be used during construction to ensure compliance with this threshold.*
- *The Qualified Architect shall document compliance with the construction monitoring plan weekly during active construction and provide written reports to Metro. Any deviations from the approved plan shall be addressed immediately.*
- *Following construction, a post-construction survey shall be conducted to verify that no significant impacts occurred to contributing landscape elements. The*

results of this post-construction survey shall be documented in a report submitted to Metro and the OHP.

- *MM CUL-3 applies to the following historical resources:*
 - *West Los Angeles Veterans Affairs Historic District (Alternative 1)*

MM CUL-4: Historical Resource Archival Documentation

- *The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service’s Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Survey-like documentation. At a minimum, the documentation shall consist of the following:*
 - *Large-format photographs including negatives and archival prints*
 - *Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format*
 - *Site plan*
- *The Project shall provide copies of the documentation to the City of Los Angeles Office of Historic Resources for archival purposes. Large-format photographs shall be verified prior to any demolition activities that would affect the Da Siani Ristorante (Sherwood Coiffeurs) building located at 4511 Sepulveda Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-4 applies to following built environment resources:*
 - *Da Siani Ristorante (Sherwood Coiffeurs) (4511 Sepulveda Boulevard) (Alternatives 1 and 3)*
 - *15300 Ventura Boulevard (Alternative 4)*
 - *Bill’s Valley Car Wash (Alternative 6)*

MM CUL-5: Interpretive Program

- *The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of a pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-5 applies to following historical resources:*
 - *Da Siani Ristorante (Sherwood Coiffeurs) (4511 Sepulveda Boulevard) (Alternatives 1 and 3)*

- 15300 Ventura Boulevard (Alternative 4)
- Bill's Valley Car Wash (Alternative 6)

MM CUL-6: Cultural Resource Training

- *Prior to any ground disturbing activities, all construction personnel involved in ground disturbing activities shall be provided with appropriate cultural and Tribal Cultural Resources training in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1.*
- *The training shall be prepared by a Secretary of the Interior-qualified archaeologist to instruct the personnel regarding the legal framework protecting cultural resources and Tribal Cultural Resources, typical kinds of cultural resources and Tribal Cultural Resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or Tribal Cultural Resources are discovered. The training shall be presented by, or under the supervision of, a Secretary of the Interior-qualified archaeologist, who shall review types of cultural resources and artifacts that would be considered potentially significant to support operator recognition of these materials during construction. Contingent upon the results of Assembly Bill 52 consultation, Native American representatives shall be solicited to attend the Worker Environmental Awareness Program training and contribute to the course material to provide guidance on tribal perspectives on working in areas sensitive for Tribal Cultural Resources.*

MM CUL-7: Archaeological Monitoring

- *Project related ground disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by, or under the supervision of, a Secretary of the Interior-qualified archaeologist, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1. If monitoring does not reveal any archaeological artifacts, then there would be no impact to archaeological resources. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find, and a Secretary of the Interior-qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.*

MM CUL-8: Unanticipated Discovery of Human Remains

- *If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants may inspect the site within 48 hours of being notified and may issue*

recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

Impacts after Mitigation

Alternative 1

After implementation of mitigation measures, Alternative 1 would result in less than significant impacts with mitigation on the following historical resources:

- West Los Angeles VA Historic District
- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- 15300 Ventura Boulevard

Mitigation measures in Section 3.4.6 address the potential significant impacts to these historical resources.

Alternative 1 would result in a significant and unavoidable impact on the following historical resources:

- Da Siani Ristorante (Sherwood Coiffeurs) (4511 Sepulveda Boulevard)

Mitigation would reduce impacts to these resources but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, impacts on archaeological resources, including historical resources and unique archaeological resources, (Impact CUL-2) and human remains (Impact CUL-3) would be reduced to less than significant for Alternative 1 (including MRT MSF Base Design, MRT MSF Design Option 1, and Electric MSF). Alternative 1 exhibits low to moderate sensitivity for archaeological resources, and there is limited potential to impact human remains. Potential impacts from construction of all Alternative 1 include disturbing previously unknown archaeological resources or human remains that may be buried below the surface. Due to the highly developed setting of the project footprint, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological resources to less than significant.

Alternative 3

After implementation of mitigation measures, Alternative 3 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees

- 15300 Ventura Boulevard
- UCLA Ackerman Hall
- 10811 Ambazac Way
- 10940 Weyburn Avenue
- Westwood Federal Building
- UCLA Veterans Rehabilitation Services
- Chatam Restaurant
- West Los Angeles VA Historic District

Mitigation Measures in Section 3.4.6 address the potential significant impacts to these historical resources.

Alternative 3 would result in a significant and unavoidable impact on the following historical resources:

- Da Siani Ristorante (Sherwood Coiffeurs) (4511 Sepulveda Boulevard)

Mitigation would reduce impacts to these resources but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL 1, MM CUL-6, MM CUL-7, MM CUL-8, impacts on archaeological resources, including historical resources and unique archaeological resources, (Impact CUL-2) and human remains (Impact CUL-3) would be reduced to less than significant for Alternative 3 (including MRT MSF Base Design and MRT MSF Design Option 1). Alternative 3 exhibits low to moderate sensitivity for archaeological resources, and there is limited potential to impact human remains. Potential impacts from construction of all Alternative 3 include disturbing previously unknown archaeological resources or human remains that may be buried below the surface. Due to the highly developed setting of the project footprint, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological resources to less than significant.

Alternative 4

After implementation of mitigation measures, Alternative 4 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- Air Raid Siren No. 117
- UCLA Ackerman Hall
- Linde Medical Building
- Cathedral of St. Mary Church
- 4700 Sepulveda Boulevard
- Lt. Patrick H. Daniels United States Army Reserve Center
- 5450 Sepulveda Boulevard

- 5724 Sepulveda Boulevard
- El Cortez Motel
- Cabana Motel
- 6160 Sepulveda Boulevard
- 6833 Sepulveda Boulevard
- Valley Animal Hospital
- The Performing Arts Center

Mitigation Measures in Section 3.4.6 address the potential significant impacts to these historical resources.

Alternative 4 would result in a significant and unavoidable impact on the following historical resources:

- 15300 Ventura Boulevard

Mitigation would reduce but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, impacts on archaeological resources, including historical resources and unique archaeological resources, (Impact CUL-2) and human remains (Impact CUL-3) would be reduced to less than significant for Alternative 4 (including HRT MSF). Alternative 4 exhibits low to moderate sensitivity for archaeological resources and, there is limited potential to impact human remains. Potential impacts from construction of all Alternative 4 include disturbing previously unknown archaeological resources or human remains that may be buried below the surface. Due to the highly developed setting of the project footprint, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological resources to less than significant.

Alternative 5

After implementation of mitigation measures, Alternative 5 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- Lt. Patrick H. Daniels United States Army Reserve Center
- UCLA Ackerman Hall
- Linde Medical Building
- 4506 Saugus Avenue
- Gayley Center
- Tishman Building

Mitigation Measures in Section 3.4.6 address the potential significant impacts to these historical resources.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, impacts on archaeological resources, including historical resources, and unique archaeological resources, (Impact CUL-2) and

human remains (Impact CUL-3) would be reduced to less than significant for Alternative 5 (including HRT MSF). Alternative 5 exhibits low to moderate sensitivity for archaeological resources, and there is limited potential to impact human remains. Potential impacts from construction of all Alternative 5 include disturbing previously unknown archaeological resources or human remains that may be buried below the surface. Due to the highly developed setting of the project footprint, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological resources to less than significant.

Alternative 6

After implementation of mitigation measures, Alternative 6 would result in less than significant impacts with mitigation on the following historical resources:

- Linde Medical Building
- Tishman Building
- Laemmle Theater
- UCLA Ackerman Hall
- UCLA Historic District

Mitigation Measures in Section 3.4.6 address the potential significant impacts to these historical resources.

Alternative 6 would result in a significant and unavoidable impact on Bill's Valley Car Wash. Mitigation would reduce impacts to this resource but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, impacts on archaeological resources, including historical resources and unique archaeological resources, (Impact CUL-2) and human remains (Impact CUL-3) would be reduced to less than significant for Alternative 6 (including HRT MSF). Alternative 6 exhibits low to high sensitivity for archaeological resources, and there is limited potential to impact human remains. Potential impacts from construction of all Alternative 6 include disturbing previously unknown archaeological resources or human remains that may be buried below the surface. Due to the highly developed setting of the project footprint, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological resources to less than significant.



Table 3.4-5. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Operational</i>							
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-2	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impacts Before Mitigation	NI	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Impacts Before Mitigation	NI	NI	NI	NI	NI	NI
	Impacts After Mitigation	NA	NA	NA	NA	NA	NA
<i>Construction</i>							
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-1 through MM CUL-5	MM CUL-1	MM CUL-1	MM CUL-1	MM CUL-1
	Impacts After Mitigation	LTS	SU	SU	SU	LTS	SU

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-1 MM CUL-6 MM CUL-7				
	Impacts After Mitigation	LTS	LTS	LTS	LS	LTS	LTS
Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-8				
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

- CUL = cultural resources
- LTS = less than significant
- MM = mitigation measure
- NA = not applicable
- NI = no impact
- PS = potentially significant
- SU = significant and unavoidable

Table 3.4-6. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic	MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
<i>Operational</i>					
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impacts Before Mitigation Applicable Mitigation	NI NA	NI NA	LTS NA	LTS NA
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impacts Before Mitigation Applicable Mitigation	NI NA	NI NA	NI NA	NI NA
Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Impacts Before Mitigation Applicable Mitigation	NI NA	NI NA	NI NA	NI NA
<i>Construction</i>					
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impacts Before Mitigation Applicable Mitigation	NI NA	NI NA	LTS NA	LTS NA
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impacts Before Mitigation Applicable Mitigation	PS MM CUL-1 MM CUL-6 MM CUL-7	PS MM CUL-1 MM CUL-6 MM CUL-7	PS MM CUL-1 MM CUL-6 MM CUL-7	PS MM CUL-1 MM CUL-6 MM CUL-7
Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Impacts Before Mitigation Applicable Mitigation	LTS PS	LTS PS	LTS PS	LTS PS

Source: HTA, 2024

CUL = cultural resources
 LTS = less than significant
 NA = not applicable
 NI = no impact
 PS = potentially significant