ERRATA: SECTION 3.17, CULTURAL RESOURCES

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
1	Section 3.17.1	3.17-2	Corrected the title of Chapter 4	16-152
2	Section 3.17.2.3	3.17-11 through 3.17-16	Revised Table 3.17-2 to clarify the operative year of the City of Los Angeles's Adaptative Reuse Ordinance, to remove the City of Anaheim's Historic Move-On Home Program, and to correct the names and dates of certain municipal codes	16-152
3	Section 3.17.2.3	3.17-16	Deleted footnote	16-153
4	Section 3.17.4.1	3.17-18	Revised Table 3.17-3 to reflect finalization of the Memorandum of Agreement and to remove the draft status of Finding of Effect Addendum 1 report	16-153
5	Section 3.17.4.2	3.17-47	Revised Table 3.17-5 to include consultation efforts conducted since December 2024	16-154
6	Section 3.17.6.1	3.17-77	Updated terminology in regard to Native American burials/ cremations found within resource P-19-1575/CA-LAN-1575	16-155
7	Section 3.17.6.2	3.17-85	Revised Table 3.17-10 for the Historic Palm District and Anaheim Colony Historic District to remove "Fullerton" and add "Anaheim"	16-155
8	Section 3.17.7.3	3.17-120	Revised Table 3.17-11 with the description of resource P-19-001575/CA-LAN-1575 to be consistent with other tables throughout Section 3.17	16-155
9	Section 3.17.7.3	3.17-127	Updated terminology regarding resource P-19-1575/CA-LAN-1575	16-155
10	Section 3.17.6.2	3.17-113	Updated citation	16-156
11	Section 3.17.6.2	3.17-115	Updated citation	16-156

EIR/EIS = environmental impact report/environmental impact statement; No. = number

3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

3.17 Cultural Resources

3.17.1 Introduction

Section 3.17, Cultural Resources, of the Los Angeles to Anaheim Project Section (project section) Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) analyzes the potential impacts of the No Project Alternative and the High-Speed Rail (HSR) Project Alternatives, otherwise called Shared Passenger Track Alternative A and Shared Passenger Track Alternative B, and describes impact avoidance and minimization features (IAMF) that will avoid, minimize, or reduce these impacts. This section discusses the regulatory setting governing environmental regulation of cultural resources, explains the analytical methods used, summarizes affected environment for cultural resources, analyzes potential environmental consequences of project implementation, and discusses methods for minimizing consequences and mitigating adverse effects or impacts. Mitigation measures are proposed to further reduce, compensate for, or offset impacts of the Shared Passenger Track Alternatives. Section 3.17 also defines the cultural resources within the region and describes the affected environment in the resource study area (RSA). This section also summarizes the consultation activities carried out in accordance with Section 106 of the National Historic Preservation Act (NHPA), 54 U.S. Code (U.S.C.) 306108, and the Section 106 regulations, 36 Code of Federal Regulations (CFR) Part 800.

PURPOSE

Cultural Resources

Recognition of the importance of historic and archaeological resources is a priority for the federal government, as indicated by the numerous statutes and regulations that address these resources. Federal regulations require that the project identify and consider environmental impacts of this federal action, including impacts on cultural resources. Additionally, this analysis considers the proposed project's effects, as defined by Section 106 of the National Historic Preservation Act, on cultural resources that are listed, or eligible for listing, in the National Register of Historic Places.

This section includes detailed analysis of environmental resources, affected environment, environmental consequences, and mitigation measures based on the guidance provided in *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines,* Versions 5.9 and 5.11 as amended (Authority 2017, 2022a).

The following technical reports, redacted versions available on request, serve as the basis for the information in this section:

- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR)* (Authority and FRA 2017)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum* (Authority 2019)
- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR) Addendum 1* (Authority and FRA 2019a)
- *Los Angeles to Anaheim Project Section Historic Architectural Survey Report* (HASR) (Authority and FRA 2019b)
- *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Finding of Effect* (FOE) (Authority 2020a)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2020b)

- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Draft Memorandum* (Authority 2022b)
- *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum (Authority 2024)
- *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1* (Shared Passenger Track Alternatives) (Authority 2025a)
- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2* (Shared Passenger Track Alternatives) (Authority 2025b)
- *Los Angeles to Anaheim Project Section Finding of Effect (FOE), Addendum 1* (Shared Passenger Track Alternatives) draft (Authority 2025c)

Additional details on cultural resources are provided in the following appendices in Volume 2 of this Draft EIR/EIS.

- Appendix 2-A, Impact Avoidance and Minimization Features
- Appendix 2-B, Applicable Design Standards
- Appendix 3.1-A, Regional and Local Policy Inventory and Consistency Analysis

Three other resource sections and two other chapters in this Draft EIR/EIS provide additional information related to cultural resources:

- **Section 3.4, Noise and Vibration:** Construction and operational changes from the Shared Passenger Track Alternatives on cultural resources resulting from damage caused by vibration and disturbance caused by noise.
- **Section 3.16, Aesthetics and Visual Resources:** Construction and operational changes from the Shared Passenger Track Alternatives on the visual context and setting of historic properties that contribute to historic significance.
- **Section 3.19, Cumulative Impacts:** Construction and operational impacts of the Shared Passenger Track Alternatives and other past, present, and reasonably foreseeable future projects.
- **Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations:** Construction and operational changes from the Shared Passenger Track Alternatives on historic properties that may be subject to 49 U.S.C. 303, commonly referred to as Section 4(f) and, consequently, least harm analysis.
- **Chapter 5, Community Analysis:** Construction and operational changes from the Shared Passenger Track Alternatives on historic properties that disproportionately affect minority or low-income populations.

In addition to the term “cultural resource,” the terms “historic property” and “historical resource” also are used in this section. These terms have specific meanings under the NHPA and California Environmental Quality Act (CEQA), respectively.

The California High-Speed Rail Authority (Authority) uses the term *historic built resource* to identify buildings, structures, objects, sites, and districts that were at least 50 years of age at the time of the survey.

A project has an adverse effect on a historic property or historical resource when the project may alter, directly or indirectly, the characteristics of the property that may qualify it for inclusion in the National Register of Historic Places (NRHP) (36 CFR Part 800.5(a)) or as a CEQA historical resource including but not limited to eligibility for the California Register of Historical Resources (CRHR) (Cal. Public Res. Code Section 5024.1). Ground disturbance associated with construction of the project could damage or destroy both known and unknown archaeological sites. Construction and operation of the project could lead to permanent destruction or alteration

of historic built resources and to visual, noise, or vibration effects on historic buildings or structures.

Twenty-seven historic built resources listed in or eligible for listing in the NRHP are within the Area of Potential Effects (APE). All 27 historic built resources are historic properties for the purposes of Section 106 of the NHPA, cultural resources for the purposes of the National Environmental Policy Act (NEPA), and historical resources under CEQA. Eight additional historic built resources qualify as CEQA historical resources only. IAMFs have been incorporated into the design and engineering for the project. As a result, the Authority has made a preliminary finding of either no effect or no adverse effect for 23 historic built resources in the APE. Four of the twenty-seven historic built properties would be adversely affected under Section 106 and experience a substantial adverse change under CEQA. The California State Historic Preservation Officer (SHPO) will need to concur with these findings. Concurrence is expected to be received in 2025. Proposed mitigation measures will reduce but not eliminate adverse effects on these four resources. In addition, impacts on two CEQA-only properties would be less than significant under CEQA and impacts on six CEQA-only properties would be no impact under CEQA.

Within the horizontal extent of the APE, 14 archaeological resources have been previously recorded. One of the 14 archaeological resources has been evaluated and found to be eligible for listing in the NRHP, 5 are exempt under Attachment D of the Section 106 PA, and the remaining 8 archaeological resources are unevaluated. The eight unevaluated resources are presumed eligible for listing in the NRHP for the purposes of this undertaking. They are, therefore, treated as Section 106 historic properties, NEPA cultural resources, and CEQA historical resources. The project would not have an effect on one archaeological resource (P-19-001575) because no project-related ground disturbance would occur within the resource boundary. In total, eight archaeological resources within the APE are therefore subject to project effects; none of these have been field verified at this time because of the lack of legal property access. Even with incorporation of IAMFs, ground-disturbing activity associated with construction would adversely affect these resources. Mitigation measures will be implemented to reduce adverse effects under Section 106 and NEPA, and would reduce or minimize significant impacts under CEQA.

The Section 106 regulations allow for use of a programmatic agreement (PA) to “govern the implementation of a particular program or the resolution of adverse effects from certain complex project situations or multiple undertakings” (36 CFR Part 800.14). Pursuant to that authority, the Federal Railroad Administration (FRA) and the Authority consulted with the SHPO and the Advisory Council on Historic Preservation to develop a PA for the statewide HSR program (Authority and FRA 2021). Executed in 2011 and amended in 2021 and 2024, the PA modifies the standard Section 106 consultation procedures to reflect the challenges inherent in carrying out Section 106 consultation for such a large-scale project. The PA includes the exemption of certain properties deemed to have little or no potential to be eligible for the NRHP; streamlined documentation of significantly altered resources that have reached 50 years of age; a requirement to prepare a memorandum of agreement (MOA) for each project section that adversely affects, or has the potential to affect, historic properties; and a requirement to prepare treatment plans—one for historic built properties and one for archaeological properties—that tier from the MOA.

The eligible and presumed eligible resources analyzed in this document are within a defined geographic area where impacts or effects are possible based on construction or operation of the Shared Passenger Track Alternatives. Although the terms *Area of Potential Effects* and *APE* are typically associated with Section 106 of the NHPA, their use in this document also refers to the RSA for NEPA and CEQA analysis. The RSA for NEPA and CEQA is the same as the APE, so the use of APE in this document should be understood to apply to NEPA and CEQA analyses.

Table 3.17-1 summarizes the results of the cultural resources analysis related to the Shared Passenger Track Alternatives and HSR station options for both archaeological and architectural historic properties/historical resources.

Table 3.17-1 Summary of Historic Built and Archaeological Cultural Resource Effects/ Impacts

Resource Type	Historic (Built-Environment Resources)	Archaeological Resources	Total Eligible/ Listed	Total Subject to Adverse Effect/ Significant Impacts
Shared Passenger Track Alternatives A and B				
NRHP eligible, presumed eligible, or listed resources (Section 106 Historic Properties)	27	7	34	4 built, 6 archaeological
CEQA-only historical resources	8	0	8	0
HSR Station Options				
Norwalk/Santa Fe Springs HSR Station Option	**0**	**0**	**0**	**0**
Fullerton HSR Station Option				
NRHP eligible, presumed eligible, or listed resources (Section 106 Historic Properties)	9	2	11	2 archaeological
CEQA-only historical resources	6	0	6	0

CEQA = California Environmental Quality Act; HSR = high-speed rail; NRHP = National Register of Historic Places

Key issues related to cultural resources during project construction and operation include:

- Direct impacts, such as demolition, destruction, substantial alteration, or visual, noise, or vibration effects; removal from the historic location; or change of use or immediate surroundings
- Indirect impacts, such as neglect, or transfer, lease, or sale

Studies conducted in the preparation of this section followed those prescribed by Section 106 of the NHPA, as amended, which requires that effects on historic properties be taken into consideration in a federal undertaking. ("Undertaking" is the Section 106 term for "project." For consistency, "project" will be used throughout this section.) These studies include the results of background literature and records research, pedestrian field surveys, and consultations with Native American tribal governments, the SHPO, other interested parties, and local, state, or federal agencies to date. The results of these studies and the anticipated project effects are described in this section.

This section begins by describing the regulatory framework governing cultural resources in the context of HSR construction and operation, followed by an overview of the methods used to identify the types of cultural resources in the RSA or APE. The types of resources occurring in the project area are then described, along with a description of the area's sensitivity to previously unidentified archaeological resources. Finally, the anticipated effects of the project section on cultural resources are evaluated, followed by the identification of IAMFs and mitigation measures that will be implemented to avoid or lessen those effects.

3.17.1.1 Definition of Resources

The following are definitions for the cultural resources analyzed in this Draft EIR/EIS.

- *Cultural Resources* include precontact and historic-era archaeological resources; architectural/built-environment resources; and traditional cultural properties (TCP) that are listed in or found eligible for the NRHP or qualify as CEQA historical resources.

- *Precontact archaeological resources* are places where Native Americans lived or carried out activities during the precontact period (as late as A.D. 1769), and may contain artifacts, cultural features, subsistence remains, and human burials.
- *Historic-era archaeological resources* are post-European contact sites that may include remains of early settlements—features such as wells, privies, and foundations—that have the potential to address relevant research questions for the region.
- *Historic built resources* include buildings, structures, objects, landscapes, districts, and linear features.
- *Traditional cultural property,* as defined in National Register Bulletin 38, "Guidelines for Evaluating and Documenting Traditional Cultural Properties," is eligible for inclusion in the NRHP based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community's history and are important in maintaining the continuing cultural identity of the community.
- *Tribal cultural resource*, as defined in California Public Resources Code Section 21074, is a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe and is either of the following: included or determined eligible for inclusion in the CRHR or included in a local register of historical resources; or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant under criteria set forth in subdivision (c) of Section 5024.1. Subdivision (c) of Section 5024.1 criteria describe that a historical resource for inclusion in the CRHR is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage; is associated with the lives of persons important to our past; embodies the distinctive characteristics of a type, period, region, method of construction, or represents the work of an important artist or possesses high artistic values; or has yielded or has the potential to yield information important to prehistory or history.

This section also uses the terms *historic property* and *historical resource*. These terms have specific meanings under the NHPA and CEQA, respectively:

- *Historic property,* as defined in regulations issued under Section 106 of the NHPA, means "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places" (36 CFR Part 800.16).
- *Historical resources,* as defined in the State CEQA Guidelines, include but are not limited to resources listed in or determined eligible for listing in the CRHR and resources included in a local register (State CEQA Guidelines, California Code of Regulations [Cal. Code Regs.], Title 14, Section 15064.5).

3.17.2 Laws, Regulations, and Orders

This section describes the federal, state, and local laws, regulations, orders, and plans that are relevant to cultural resources. General NEPA and CEQA requirements for assessment and disclosure of environmental impacts are described in Section 3.1, Introduction, and are therefore not restated in this resource section. NEPA and CEQA requirements specific to the evaluation of cultural resources are, however, described in this section.

The primary applicable federal and state laws and regulations protecting cultural resources are Section 106 of the NHPA, as amended, NEPA, Section 4(f) of the Department of Transportation Act of 1966, CEQA, and California Public Resources Code Sections 5024.1 and 21084.1. These and other federal and state laws and regulations that pertain to cultural resources are described below, as are regional and local planning guidance and ordinances.

California and federal laws exempt from disclosure information regarding the location of Native American archaeological and other culturally sensitive resources. Therefore, the locations of such resources are not included in this section. Specifically, the California Public Records Act exempts from public disclosure the records of Native American graves, cemeteries, sacred places,

features, and objects described in sections 5097.9 and 5097.933 of the California Public Resources Code (Gov. Code Section 6254, subd.[r]). The act also exempts from public disclosure records that relate to archaeological site information and reports maintained by or in the possession of the California Department of Parks and Recreation, the State Historical Resources Commission, the California State Lands Commission, the Native American Heritage Commission (NAHC), other state agencies, or local agencies, including the records that agencies obtain through a consultation process with a California Native American tribe (Gov. Code Section 6254.10). In addition, the State CEQA Guidelines prohibit inclusion of information about the location of archaeological sites and Sacred Lands in an EIR (State CEQA Guidelines Section 15120(d)). Federal law also exempts from disclosure information pertaining to sensitive cultural resource information (54 U.S.C. 300310(a) and 54 U.S.C. 300310(b)).

3.17.2.1 Federal

Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

On May 26, 1999, the FRA released the Procedures for Considering Environmental Impacts (FRA 1999). These FRA procedures[1] describe the FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S.C. 4321 et seq.). The FRA Procedures for Considering Environmental Impacts state that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on cultural resources.

Pursuant to 23 U.S.C. 327, under the NEPA Assignment Memorandum of Understanding between the FRA and the State of California, the Authority is the lead agency for environmental reviews and approvals for the project (FRA and State of California 2019; FRA 2024). The FRA retains its responsibilities under certain other federal environmental laws such as the Clean Air Act (air quality conformity determinations) and government-to-government tribal consultations.

National Historic Preservation Act (54 U.S.C. 300101 et seq., including Section 106, 54 U.S.C. 306108)

The NHPA establishes the federal government policy on historic preservation and the programs, including the NRHP, through which this policy is implemented. Under the NHPA, significant cultural resources, referred to as "historic properties," include prehistoric or historic districts, sites, buildings, structures, or objects included in, or determined eligible for inclusion in, the NRHP. Historic properties also include resources determined to be National Historic Landmarks. National Historic Landmarks are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting United States heritage. A property is considered historically significant if it meets one of the NRHP criteria and retains sufficient historic integrity to convey its significance. This act also established the Advisory Council on Historic Preservation, an independent federal agency that administers Section 106 of the NHPA by developing procedures to protect cultural resources included in, or eligible for inclusion in, the NRHP. Regulations are published in 36 CFR Parts 60, 63, and 800.

[1] While this EIR/EIS was being prepared, the FRA adopted new NEPA compliance regulations (23 CFR Part 771). Those regulations only apply to actions initiated after November 28, 2018. Refer to 23 CFR Part 771.109(a)(4). Because this EIR/EIS was initiated prior to that date, it remains subject to the FRA's Environmental Procedures rather than the Part 771 regulations.

36 CFR Part 800 Implementing Regulations for Section 106 of the National Historic Preservation Act

Section 106 requires that effects on historic properties be taken into consideration in a federal undertaking (project). The process has four steps: (1) initiating the Section 106 process, which includes identifying and initiating consultation with Native American tribes, local governments, and other interested parties, (2) identifying historic properties, (3) assessing adverse effects, and (4) delineating stipulations by which to resolve adverse effects in an agreement document.

Section 106 affords the Advisory Council on Historic Preservation and the SHPO, as well as other Consulting Parties, a reasonable opportunity to comment on a project that would adversely affect historic properties. SHPOs administer the national historic preservation program at the state level, review NRHP nominations, maintain data on historic properties that have been identified but not yet nominated, and consult with federal agencies during Section 106 review.

The NRHP eligibility criteria (36 CFR Part 60.4) were used to evaluate historic significance of resources within the project's APE. The criteria for evaluation of properties are as follows: "The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

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

b) that are associated with the lives of persons significant in our past; or

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

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

Section 101(d)(6)(A) of the NHPA allows properties of traditional religious and cultural importance to a Native American tribe to be determined eligible for NRHP inclusion. In addition, a broader range of TCPs are also considered and may be determined eligible for or listed in the NRHP. TCPs are places that may be eligible because of their association with cultural practices or beliefs of living communities that (1) are rooted in that community's history, and (2) are important in maintaining the continuing cultural identity of the community. In the NRHP programs, culture is understood to mean the traditions, beliefs, practices, customary ways of life, arts, crafts, and social institutions of a community, be it an Indian tribe, a local ethnic group, or the nation as a whole.

Section 106 High-Speed Rail Programmatic Agreement

For the California HSR project, the Section 106 process is defined in the Section 106 PA. The Section 106 PA provides an overall framework for conducting the Section 106 process throughout the HSR system, including guidance for establishing the APE and interested party consultation. The Section 106 PA also provides guidance for streamlining the inventory and evaluation of properties and outlines the approach for the treatment of historic properties, including guidance on developing an MOA to address the resolution of adverse effects for the project.

In 2011, the following PA, which was amended in 2021 and 2024, was negotiated and executed to define how Section 106 compliance will be achieved for the HSR statewide program: *Programmatic Agreement among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project*. The Section 106 PA prescribes an alternative process (to the CFR Part 800 regulations described in National Historic Preservation Act (54 U.S.C. 300101 et seq.) including Section 106, 54 U.S.C. 306108) that has been negotiated specifically for the HSR project. This alternative process under the Section 106 PA contains the same key steps as the 40 CFR Part 800 regulations (consultation with interested

parties, identification and evaluation of potential historic properties, effects analysis, and treatment of effects), but the scope and timing of these activities have been defined differently under the Section 106 PA to account for the size, complexity, and construction method of the project.

Section 4(f) of the Department of Transportation Act (49 U.S.C. 303)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, prohibits use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or publicly or privately owned historic site of national, state, or local significance listed in or found eligible for listing in the NRHP for a transportation project unless the Secretary of Transportation has determined that there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize harm to the property resulting in such use. Collectively, the properties protected by Section 4(f) are known as "Section 4(f) resources."

"Use" in Section 4(f) is when the transportation project requires a physical taking or other direct control of the land for the purposes of a project. Use of a Section 4(f) property also includes adverse impacts or constructive use when proximity impacts substantially impair or diminish the activities, features, or attributes of the resources that contribute to its significance. The responsible agency can determine that the project impacts on a Section 4(f) property is *de minimis*, or a minor use of a Section 4(f) property without having to make a finding that there are no prudent and feasible avoidance alternatives. A determination of a *de minimis* impact on a Section 4(f) historic property requires a Section 106 finding of no adverse effect on a historic property, with concurrence on this finding from the SHPO, the official with jurisdiction over historic properties.

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

This act provides for preserving significant historic or archaeological data that may otherwise be irreparably lost or destroyed by construction of a project by a federal agency or under a federally licensed activity or program. This includes relics and specimens.

American Antiquities Act (54 U.S.C. 320301 to 320303)

The American Antiquities Act prohibits appropriation, excavation, injury, or destruction of "any historic or prehistoric ruin or monument, or any object of antiquity" on lands owned or controlled by the federal government. The act also establishes penalties for such actions and sets forth a permit requirement for collection of antiquities on federally owned lands.

American Indian Religious Freedom Act (42 U.S.C. 1996)

The American Indian Religious Freedom Act protects and preserves the traditional religious rights and cultural practices of American Indians, Eskimos, Aleuts, and Native Hawaiians. The act requires policies of governmental agencies to respect the free exercise of native religion and to accommodate access to and use of religious sites to the extent that the use is practicable and is not inconsistent with an agency's essential functions. If a place of religious importance to American Indians may be affected by a project, the American Indian Religious Freedom Act promotes consultation with Indian religious practitioners, which may be coordinated with Section 106 consultation.

Archaeological Resources Protection Act (54 U.S.C. 300101)

This statute was enacted to secure, for the present and future benefit of the American people, the protection of archaeological resources and sites on public lands and Indian lands. It was also enacted to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals (Sec. 2(4)(b)).

Native American Grave Protection and Repatriation Act (25 U.S.C. 3001–3013)

The Native American Grave Protection and Repatriation Act describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects,

sacred objects, and objects of cultural patrimony, referred to collectively in the statutes as *cultural items*, with which they can demonstrate a relationship of lineal descent or cultural affiliation. One purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal lands.

Presidential Memorandum, Government-to-Government Relations with Native American Tribal Governments, April 29, 1994

Directed to the heads of executive departments and agencies, this memorandum outlines the principles that are to be followed in interactions with the governments of federally recognized Native American tribes. It includes provisions for government-to-government relations and consultation, and requires assessment of the impact of federal government plans, projects, programs, and activities on tribal trust resources and assurance that tribal government rights and concerns are considered during the development of such plans, projects, programs, and activities.

Executive Order 13175, Consultation with Indian Tribal Governments

This order establishes regular and meaningful consultation and collaboration with officials of federally recognized Indian tribes in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates on Indian tribes. It sets forth guiding principles for government-to-government relations with Indian tribes, along with criteria for formulating and implementing policies that have tribal implications.

U.S. Department of Transportation Tribal Consultation Plan (U.S. Department of Transportation Order 5301.1)

In response to Executive Order 13175, this plan states that as an executive agency, the U.S. Department of Transportation has a responsibility and is committed to working with the governments of federally recognized Indian tribes in a unique relationship, respecting tribal sovereignty and self-determination. The plan identifies specific goals, including establishing direct contact with Indian tribal governments at reservations and tribal communities and seeking tribal government representation in meetings, conferences, summits, advisory committees, and review boards concerning issues with tribal implications.

3.17.2.2 State

CEQA, Public Resources Code Sections 21083.2 and 21084.1, and State CEQA Guidelines, California Code of Regulations, Title 14, Section 15064.5

CEQA requires the lead agency to consider the effects of a project on historical resources. State CEQA Guidelines Section 15064.5 provides specific guidance for determining the significance of impacts on historical resources (State CEQA Guidelines Section 15064.5(b)) and unique archaeological resources (State CEQA Guidelines Section 15064.5(b) and California Public Resources Code [Cal. Public Res. Code Section 21083.2]). Under CEQA these resources are called *historical resources* whether they are of historic or prehistoric age. California Public Resources Code Section 21084.1 defines historical resources as those listed, or eligible for listing, in the CRHR, or those listed in the historical register of a local jurisdiction (county or city) unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. NRHP-listed “historic properties” in California are considered historical resources for the purposes of CEQA and are also listed and eligible in the CRHR. The CRHR criteria for listing such resources are based on, and are very similar to, the NRHP criteria. California Public Resources Code Section 21083.2 and State CEQA Guidelines Section 15064.5(c) provide further definitions and guidance for archaeological sites and their treatment.

Different legal rules apply to the two different categories of cultural resources, although the two categories sometimes overlap where a “unique archaeological resource” also qualifies as an “historical resource.” In such an instance, the more stringent rules for the protection of archaeological resources that are historical resources apply.

Section 15064.5 also prescribes a process and procedures for addressing the existence, or probable likelihood, of Native American human remains, as well as the unexpected discovery of human remains during implementation of a project. This includes consultations with appropriate Native American tribes.

Guidelines for the implementation of CEQA define procedures, types of activities, persons, and public agencies required to comply with CEQA. Section 15064.5(b) prescribes that project effects that would "cause a substantial adverse change in the significance of an historical resource" are significant effects on the environment. Substantial adverse changes include physical changes to both the historical resource and its immediate surroundings.

Section 15126.4(a)(1) states that an EIR shall describe feasible measures that could minimize significant adverse impacts. Section 15126.5(b) describes mitigation measures related to impacts on historical resources.

California Register of Historical Resources (California Public Resources Code Section 5024.1 and 14 California Code of Regulations Section 4850)

California Public Resources Code Section 5024.1 establishes the CRHR. The register lists California properties considered to be significant historical resources. The CRHR also includes properties listed or determined eligible for listing in the NRHP, including properties evaluated and determined eligible under Section 106. The criteria for listing in the CRHR, criteria 1 through 4, are similar to those of the NRHP:

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

The CRHR regulations govern the nomination of resources to the CRHR (14 Cal. Code Regs. Section 4850). The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

Assembly Bill 52 (Chapter 532, Statutes of 2014)

Assembly Bill (AB) 52 became law on January 1, 2015. It establishes a formal consultation process for California Indian tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts. Several new Public Resources Code sections have been written to codify the law's requirements. California Public Resources Code Section 21074 defines a California Native American Tribe as a tribe in California that is on the contact list maintained by the NAHC. It also defines what types of resources are to be considered tribal cultural resources. California Public Resources Code Section 21080.3.1 describes formal tribal consultation requirements; California Public Resources Code Section 21080.3.2 provides that if the California tribe requests consultation to include project alternatives and mitigation measures, such consultation is required; California Public Resources Code Section 21082.3 provides that any mitigation measures agreed on during consultation shall be recommended for inclusion in the environmental document and affirms the lead agency's obligation to keep confidential any information obtained from a Native American tribe during the consultation process; and California Public Resources Code Section 21083.4 provides examples of mitigation for impacts on tribal cultural resources.

California Native American Graves Protection and Repatriation Act (California Health and Safety Code Section 8010 et seq.)

The California Native American Graves Protection and Repatriation Act establishes a state repatriation policy consistent with and facilitates implementation of the federal Native American Graves Protection and Repatriation Act. The act strives to ensure that California Native American

human remains and cultural items are treated with dignity and respect, and asserts intent for the state to provide mechanisms for aiding California Native American tribes, including nonfederally recognized tribes, in repatriating remains.

Assembly Bill 275 (Chapter 167)

AB 275 became law on September 25, 2020. It was designed to strengthen the California Native American Graves Protection and Repatriation Act by revising various definitions including *museum*, *California Indian tribe*, *preponderance of the evidence*, and the definition of *reasonable* to specify that tribal knowledge can and should be used to establish reasonable conclusions with respect to determining cultural affiliation and identifying cultural items. The definition of *California Indian tribe* was expanded to include both a tribe that meets the federal definition of an Indian tribe or one that is not federally recognized but that is a native tribe located in California that is on the list maintained by the NAHC. The definition of a *museum* was revised to specify "it receives state funds" and the definition of *preponderance of the evidence* to specify that tribal traditional knowledge alone may be sufficient to meet this standard. The bill requires every state agency with significant interaction with tribal issues, peoples, or lands, and the Regents of the University of California, to designate liaisons for the purposes of consultation with California Indian tribes. In addition, the bill revises and recasts the process by which a direct lineal descendant of a California Indian tribe can request the return of human remains or cultural items.

3.17.2.3 Regional and Local

This section discusses relevant regional and local programs, policies, regulations, and permitting requirements. The project section would primarily be within Los Angeles and Orange Counties and the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. The city of Orange is also within the RSA. Table 3.17-2 lists local plans and policies that were identified and considered for analysis.

Table 3.17-2 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County	
Los Angeles County Code of Ordinances, Historic Preservation Ordinance (Chapter 22.124) (2025)	The Historic Preservation Ordinance establishes criteria for the designation, preservation, and maintenance of individual landmarks and historic districts. It also establishes the county's Mills Act Historical Property Contract Program, which provides property tax relief to owners of historic properties who are willing to restore and maintain their properties. The ordinance applies only to properties in unincorporated areas of Los Angeles County.
Los Angeles County Board of Supervisors Historical Landmarks and Records Commission Ordinance Chapter 3.30 (1987)	The commission identifies and recommends for designation Los Angeles County landmarks and historic districts in unincorporated areas of the county. Recommendations of local designations are forwarded to the Board of Supervisors for its final action.
Los Angeles County 2035 General Plan, Conservation and Natural Resources Element (2025)	The general plan, most recently updated in 2025, guides land use in Los Angeles County. It sets forth policies and programs the county uses to manage development and growth. Historic and cultural resources are included in the conservation and natural resources section, updated in 2022.
Mills Act Program (State of California 1972)	Permits the county to enter into a contract with a property owner whereby the county grants tax abatement in exchange for a commitment from the owner to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Policy Title	Summary
City of Los Angeles	
Los Angeles Administrative Code (2024)	The Cultural Heritage Ordinance (Chapter 9, Division 22, Article 1, Section 22.171 et seq.) of the Los Angeles Administrative Code establishes the Cultural Heritage Commission. Defines roles and responsibilities of the commission.
Historic Preservation Overlay Zone Ordinance No. 175891 (2004)	Historic Preservation Overlay Zone Ordinance No. 175891 is intended as a revision to Los Angeles Municipal Code Section 12.20.3. "HP" Historic Preservation Overlay Zone. The ordinance proposes amendments to the Historic Preservation Overlay Zone Ordinance to modify board composition and administration, modify procedures regarding the historic status of properties, modify procedures regarding review of projects, and establish procedures regarding demolition of historic resources.
Cultural Heritage Master Plan (2000)	The *Cultural Heritage Master Plan* includes policy recommendations regarding historic preservation. Many of its recommendations were incorporated into the structure of the Office of Historic Resources, which was established after the master plan.
Adaptive Reuse Ordinance (2024)	The Adaptive Reuse Ordinance provides for an expedited approval process and ensures that older and historic buildings are not subjected to the same zoning and code requirements that apply to new construction.
Mills Act Program (State of California 1972)	Permits the city to enter into a contract with a property owner whereby the property owner receives tax abatement in exchange for their commitment to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
Downtown Community Plan (2024)	This plan sets forth goals and policies that pertain to downtown Los Angeles, and calls for the incorporation of historic resources' visibility in the downtown landscape. Specifically, goals focus on protecting and rehabilitating designated buildings, incentivizing preservation and adaptive reuse, educating the public about the resources, and maintaining cultural and connects with the past.
Boyle Heights Community Plan (2024)	This plan sets forth goals, objectives, policies, and implementation programs that pertain to Boyle Heights. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.
City of Vernon	
City of Vernon General Plan, Resources Element (2023)	Goal R-4 of the Resources Element of the City of Vernon General Plan aims to "Recognize and preserve Vernon's contributions to the industrial and architectural history of Los Angeles" through a set of policies that expand available cultural resource information by establishing a city-maintained historic database, accommodate interested parties, ensure CEQA compliance, and establish local programs honoring Vernon resources of historic significance. One landmark designated by council resolution (outside the project section's APE).
City of Bell	
City of Bell 2030 General Plan (2022)	The *City of Bell 2030 General Plan* includes a section on "Cultural Resources" that provides a list of "potential historic resources" in the city. It does not provide any goals regarding historic preservation.

Policy Title	Summary
City of Commerce	
Commerce Municipal Code (2024)	Title 19 [19.17], Historic Landmark/District Regulations and Procedures (2000) of the Commerce Municipal Code was established to recognize and preserve the history of the city of Commerce and Southern California. The code provides for the identification and designation of historic places, buildings, works of art, neighborhoods, and other objects of historic or cultural interest within the city.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	The *City of Pico Rivera General Plan* is a statement of community values and priorities. It sets forth goals, objectives, policies, and implementing actions across a wide range of issues. It also describes priorities for putting the general plan into action. Includes a list of potential historic resources (outside the project's APE).
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Conservation and Open Space Element (2022)	▪ **Goal COS-11.1:** City's historical and cultural assets are protected, preserved, and celebrated. – **Policy COS-11.1:** Historical. Sites of historical or cultural interest should be preserved and where applicable, enhanced. – **Policy COS-11.2:** Historic Preservation. Assess the historical significance of additional properties over 50 years old and encourage the preservation of public and private buildings which are of local, historical, or cultural importance. – **Policy COS-11.3:** Archaeological Resources. Assure that all development properly addresses the potential for subsurface archaeological deposits by requiring archaeological surveys during the development review process as appropriate. – **Policy COS-11.4:** Cultural Resources. Review all development and redevelopment proposals for the possibility of including cultural resources, such as the need for individual cultural resource studies and subsurface investigations. – **Policy COS-11.5:** Railroad History. Expand historic preservation and education that focuses on the City's railroad historic resource and remaining historical artifacts and facilities. – **Policy COS-11.6:** Historic District. Consider evaluating and designating the Civic Cener and Heritage Park properties into a Historic District that reflects multiple periods of significance. – **Policy COS-11.7:** Promoting Historic Resources. Promote and utilize historic and cultural resources in the community, including the Clarke Estate and Heritage Park, as a means of bolstering economic development.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)	*Vision Norwalk – The City of Norwalk General Plan* Land Use Map (Section 6) depicts the location of potential cultural resources. The general plan does not outline the process or policy for how these resources are selected.

Policy Title	Summary
City of La Mirada	
No ordinances or municipal code(s) specific to recognizing cultural resources	No plans or policies specific to recognizing cultural resources.
Orange County	
Orange County Historic Site Plaque Program (1973)	Acknowledges significant historical places through their evaluation and designation and through the placement of plaques and markers overseen by the Historical Commission.
County of Orange General Plan (2025)	The *County of Orange General Plan* identifies general areas of prehistoric archaeological sensitivity and historical areas. In addition, it includes goals and policies related to cultural resources to raise awareness, encourage preservation, and preserve significant buildings, structures, objects, sites, and districts.
City of Buena Park	
Buena Park 2035 General Plan (2022)	The *Buena Park 2035 General Plan* establishes policy direction for the long-range planning and growth of the city. Conservation and Sustainability (Chapter 5) contains policies to guide the conservation of resources that are fundamental components of Buena Park's environment. Buena Park's resources include historic and cultural resources.
City of Fullerton	
Fullerton Municipal Code (2025)	Title 15 (Zoning), Chapter 15.48 of the Fullerton Municipal Code recognizes the desirability of establishing guidelines for the preservation, restoration, and protection of historic and cultural resources in several categories within the city. Said categories and guidelines are considered necessary for the public and the city to work together in preserving those elements of Fullerton's heritage, which may now or in the future be endangered as to their very existence or in maintaining their historic or cultural integrity.
The Fullerton Plan (2025)	The purpose of the Historic Preservation Element of *The Fullerton Plan* is to guide the preservation, protection, restoration, and rehabilitation of historical resources to reaffirm their continuing value as a resource contributing to the vitality and diversity of the present. This element is not required per California Government Code Section 65302; however, as historic preservation is of importance to the community, it is prepared as an optional element per California Government Code Section 65303.
City of Fullerton Design Guidelines for Residential Preservation Zones (1996)	These design guidelines apply to all structures within the residential preservation zones; they are in addition to the zoning standards applicable to each property. These guidelines recognize that the significance of the preservation zone results from the accumulation of historic (pre-1940) structures, rather than the architecture of isolated individual buildings. The primary objective is to retain and preserve features of the building site that are important to the overall historic character of the neighborhood.
Fullerton Central Business District Design Guidelines (1981)	This illustrated document provides guidance for construction and rehabilitation of private and public development within downtown Fullerton, including building materials and design, signage, lighting, and street furniture. Includes a map depicting the boundaries of the Downtown Business District, which is not a historic district.

Policy Title	Summary
City of Anaheim	
City of Anaheim Citywide Historic Preservation Plan (2010)	The plan is intended to supplement the 1999 *Anaheim Colony Historic District Preservation Plan* and applies to the four existing historic districts. It also provides for the identification and protection of those historic resources, both individual properties and districts, that are dispersed throughout the city and those that are turning 50 years old. The plan is intended to assist the city and its residents in recognizing the importance of historic resources.
Mills Act Program (State of California 1972)	Permits the city to enter into a contract with a property owner whereby the property owner receives tax abatement in exchange for their commitment to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
Greater Downtown of Anaheim Guide for Development (2007)	This study describes a series of goals, strategies, and actions by which the greater downtown area will become a well-recognized urban city center.
Historic Move-On Home Program (2011)	The Historic Move-On Home Program was created by the Anaheim Redevelopment Agency to move historic structures to prevent demolition. Once moved, these structures are restored to their original character and charm. In certain cases, the agency has moved a group of homes within the same timeframe to create a new neighborhood. The agency maintains a list historic of properties that have been relocated.
City of Orange	
Orange General Plan (2025)	The Cultural Resources and Historic Preservation Element is not a state-mandated element of the *Orange General Plan*, but it is important because it provides guidelines to preserve those resources that represent the history and culture of Orange. Specifically, its purpose is to provide guidance in developing and implementing programs that ensure the identification, designation, and protection of cultural resources in the city's planning, development, and permitting process. The Cultural Resources and Historic Preservation Element also identifies ways in which the city can encourage and coordinate with private property owners in support of historic preservation. The goals and policies of the Cultural Resources and Historic Preservation Element address five issues: ▪ Identifying and protecting historic resources, ▪ Protecting neighborhood character, ▪ Providing incentives and expanding education efforts for historic preservation, ▪ Recognizing and protecting archeological and cultural resources within the planning area, and ▪ Meeting life-long learning needs of residents through provision of library services.

Policy Title	Summary
Historic Preservation Program (1982)[2]	The city's Historic Preservation Program began engaging in community interest and outreach during the late 1970s. Spurred by citizen interest in the historic downtown and surrounding residential neighborhoods, the City Council formed the official Old Towne Steering Committee in 1979 to assess and direct the special planning needs for the square mile of old Orange. The city adopted the Historic Preservation Element in 1982 and designated the Old Towne Historic District. The city's Community Development Department oversees application of the city's Historic Preservation Program.
Orange Municipal Code (2024)	The city's Zoning Ordinance (Title 17 of the Orange Municipal Code) permits the establishment of historic districts through a zone change process (Orange Municipal Code 17.020 and 17.17 Historic Districts). Alterations to or new construction on sites with listed historic resources shall be subject to city staff and Design Review Committee review and approval as outlined in Section 17.10.090 (Demolition review).
Mills Act Program (State of California 1972)	Permits the city to enter into a contract with a property owner whereby the property owner receives tax abatement in exchange for their commitment to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
Local CEQA Guidelines (2020)	The City of Orange has adopted Local CEQA Guidelines, amended July 14, 2020 to provide the city, and anyone intending to carry out a project, with the requirements of the environmental review process established according to state law, local ordinance, and city practices. The guidelines contain a section pertaining specifically to historical resources. The City of Orange is a Certified Local Government.

Sources: City of Anaheim 2007, 2010a, 2011; City of Bell 2022; City of Buena Park 2022; City of Commerce 2024; City of Fullerton 1981, 1996, 2025a, 2025b; City of Los Angeles 2000, 2004, 2024a, 2024b, 2024c, 2024d; City of Norwalk 2023; City of Orange 2020, 2024, 2025; City of Pico Rivera 2014; City of Santa Fe Springs 2022; City of Vernon 2023; County of Los Angeles 1987, 2025a, 2025b; County of Orange 2025; Eisentraut and Cooper 2002; OCHC 2022; State of California 1972
APE = Area of Potential Effects; CEQA = California Environmental Quality Act

3.17.3 Consistency with Local Plans and Laws

As indicated in Section 3.1.5.3, Consistency with Plans and Laws, CEQA and NEPA require a discussion of inconsistencies or conflicts between a proposed undertaking and federal, state, regional, or local plans and laws. CEQA and FRA NEPA implementing procedures require the discussion of any inconsistency or conflict between a proposed action and federal, state, regional, or local plans and laws. Where inconsistencies or conflicts exist, the Authority must provide a description of the extent of reconciliation and the reason for proceeding if full reconciliation is not feasible under NEPA (64 *Federal Register* 28545, 14(n)(15)) and must discuss the inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans under CEQA (State CEQA Guidelines Section 15125(d)).

Several federal and state laws, listed in Section 3.17.2.1, Federal, and Section 3.17.2.2, State, pertain to cultural resources. The Authority, as the lead state agency proposing to build and operate the HSR system, is required to comply with federal and state laws and regulations and to secure applicable federal and state permits prior to initiating construction of the project. Pursuant to U.S.C. Title 23 Section 327, under the NEPA Assignment Memorandum of Understanding

[2] The 2015 *Orange General Plan* provided the information for this entry about the establishment of the local preservation program in 1982. Research did not identify records on the subject from 1982. Therefore, the source cited in EIR/EIS Chapter 12, References/Sources Used in Document Preparation, is for the 2015 general plan.

between the FRA and the State of California, renewed on July 22, 2024, the Authority is the federal lead agency for environmental reviews and approvals for Authority Phase 1 and Phase 2 California HSR System projects. In this role, the Authority is required to comply with federal laws and regulations.

The Authority is a state agency and is therefore not required to comply with local land use and zoning regulations; however, it has endeavored to design and build the HSR project so that it is consistent with land use and zoning regulations. The Shared Passenger Track Alternatives would be consistent with all regional and local policies.

Refer to Appendix 3.1-A for a complete consistency analysis of local plans and policies.

3.17.4 Coordination of Section 106 Process with NEPA and CEQA Compliance

The Advisory Council on Historic Preservation advises federal agencies to coordinate compliance with Section 106 of the NHPA and the procedures in the regulations implementing Section 106, with steps taken to meet the requirements of NEPA so that they can meet the purposes and requirements of both statutes in a timely and efficient manner. When NEPA review and Section 106 are integrated, ways to avoid, minimize, or mitigate adverse effects while identifying alternatives and preparing NEPA documentation can be assessed. Similarly, both the State CEQA Guidelines and NEPA implementing procedures, regulations, and guidance encourage the preparation of joint documents as a way to avoid duplication and delay and to coordinate measures to avoid, minimize, or mitigate impacts on historic resources. 36 CFR Part 800 defines the Section 106 process and documentation requirements, which substantially satisfies the requirements to comply with both NEPA and CEQA. Measures to avoid, minimize, or mitigate impacts are binding commitments documented in the EIR/EIS, as well as in compliance with Section 106 by the preparation of an MOA. There are some specific CEQA and NEPA requirements that diverge from the Section 106 process; these exceptions are addressed in Section 3.17.5.4, Methods for Impact Analysis.

The Section 106 PA provides an overall framework for how the Authority would achieve compliance with Section 106 of the NHPA. It includes stipulations regarding the identification, evaluation, and treatment of historic properties; delineation of the APE; consultations with tribal governments, local agencies, and interested parties; and standards for technical documentation. Pursuant to the requirements of CEQA, qualified professionals considered those property types exempted under the Section 106 PA for their potential to be historical resources under CEQA, and found that resources meeting those property types do not qualify as CEQA historical resources.

3.17.4.1 Section 106 Technical Studies Prepared for the Los Angeles to Anaheim Project Section

Table 3.17-3 presents the technical reports prepared for the project section and SHPO concurrence and notification dates, as applicable.

Table 3.17-3 Section 106 Technical Reports and Concurrence Dates

Report Title	Date	SHPO Concurrence Date
Los Angeles to Anaheim Project Section Archaeological Survey Report	May 2017; administrative update September 2017	June 30, 2017
Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1	January 28, 2019	April 17, 2019
Los Angeles to Anaheim Project Section Historic Architectural Survey Report	April 2019, June 2019, January 2020	May 17, 2019; June 10, 2019; January 23, 2020

Report Title	Date	SHPO Concurrence Date
Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum	May 13, 2019	May 17, 2019
Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum	April 30, 2020	May 14, 2020[1]
Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Finding of Effect	November 10, 2020	December 15, 2020
High-Speed Rail Program, Review and Concurrence on Finding of Effect and Notification of Intent to Make a De Minimis Determination under Section 4(f), Los Angeles to Anaheim Project Section	November 10, 2020	December 15, 2020
Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor memorandum	April 28, 2022	May 13, 2025[1]
2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives) memorandum	October 2, 2024	October 4, 2024[1]
Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1 (Shared Passenger Track Alternatives)	June 12, 2025	July 14, 2025
Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2 (Shared Passenger Track Alternatives)	June 12, 2025	July 14, 2025
Los Angeles to Anaheim Project Section Finding of Effect (FOE), Addendum 1 (Shared Passenger Track Alternatives) draft	June 16, 2025	October 8, 2025
Memorandum of Agreement	June 17, 2025	TBD

[1] Document did not receive SHPO concurrence; however, the date listed in this column reflects the date the Authority notified SHPO and reviewing parties. Neither SHPO nor reviewing parties provided comments, and the document is considered final.
Authority = California High-Speed Rail Authority; SHPO = State Historic Preservation Officer; TBD = to be determined

The reports in Table 3.17-3 document the Authority's compliance with Section 106 of the NHPA. The Section 106 process and documentation requirements substantially satisfy the requirements to comply with both NEPA and CEQA. In general, the ASR (Authority and FRA 2017) and the *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1* (Authority and FRA 2019a) document research efforts, known archaeological resources, newly discovered archaeological resources if identified, and consultation efforts with Native American tribes. The HASR (Authority and FRA 2019b) documents research efforts, known historic built resources, newly identified historic built resources, and consultation efforts with historical interest groups. The FOE (Authority 2020a) documents how the project would affect historic properties, both archaeological and built. The *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section* memorandum (Authority 2019), *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor* memorandum (Authority 2020b), and *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor* memorandum (Authority 2022b) each document minor project footprint changes relative to the HASR (Authority and FRA 2019b). The *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum

(Authority 2024) documents four footprint changes relative to the *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor* memorandum (Authority 2022b); the *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1* (Shared Passenger Track Alternatives) (Authority 2025a) records properties dating between 1967 and 1973 in accordance with the updated baseline year from 2016 to 2023; and the *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2* (Shared Passenger Track Alternatives) (Authority 2025b) updates the archaeological record. All of these documents inform the findings described in this section. The footprint and APE presented in the *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum (Authority 2024), the *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1* (Shared Passenger Track Alternatives) (Authority 2025a), and the *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2* (Shared Passenger Track Alternatives) (Authority 2025b) is up-to-date and reflects the project alternatives. However, all of the documents listed above identify and evaluate properties and assess effects on those properties.

Stipulation VIII.A of the PA requires that an MOA be developed by the Authority for each project where the FRA determines there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects would occur. The MOA documenting agreement on the treatment of historic properties within the project section would be developed with input from Consulting Parties (Section 3.17.4.2, Consulting Parties subheading), and would be executed prior to or concurrently with the completion of the final EIR/EIS and the Record of Decision (ROD). Following the execution of the MOA, and in accordance with PA Stipulations VIII.B.i and VIII.B.ii, treatment plans—one for archaeological resources and one for historic built resources—would be developed by the Authority to detail the treatment measures negotiated for historic properties within the project section. The Archaeological Treatment Plan (ATP) and Built Environment Treatment Plan (BETP) define the process by which these treatment measures would be applied to each known resource identified in the MOA as being adversely affected, and would also outline measures for the phased identification of historic properties as additional parcel access is obtained and design work is completed. The MOA and treatment plans provide specific performance standards that ensure each adverse effect would be avoided, minimized, or mitigated. The measures stipulated in the Section 106 consultation process have been coordinated with the measures outlined in this Draft EIR/EIS. These measures will be incorporated into the design and construction documents to ensure they are incorporated into the project.

3.17.4.2 Agency, Native American, Interested Parties, and Public Outreach Efforts

CEQA, NEPA, and Section 106 of the NHPA each require that outreach regarding cultural resources be conducted to government agencies, Native American tribal governments, and other parties who may have a demonstrated historic preservation interest in a project. To the extent possible, the cultural resources outreach requirements for NEPA, CEQA, and Section 106 have been coordinated to identify interested parties early in the process to achieve maximum participation in identifying cultural resources, addressing impacts on cultural resources, and developing appropriate mitigation measures. The primary goals of this outreach are to help identify cultural resources of concern to these parties and to provide them an opportunity to become Section 106 Consulting Parties to participate in the development of significance findings, assessments of effect/impact, and development of mitigation measures. For this reason, cultural resources outreach for the project began in the early scoping phase of the process.

Guiding documents include the PA, which describes the process for consulting with Native American tribal governments and other interested parties. Specifically, Stipulation V.A. of the PA states that, “the public and Consulting Parties will have an opportunity to comment and have concerns taken into account on findings identified in Section 106 survey and effects documented via attendance at public meetings where they can submit comments on the information presented, as well as access to the Section 106 documents via email requests to the Authority’s

website." Furthermore, Stipulation V.C specifies that tribal Consulting Parties shall be consulted at key milestones in the Section 106 and NEPA processes to gain input from the tribal governments. Consultation has remained ongoing throughout the environmental document preparation process and would continue through the construction phase of the project during implementation of the MOA and treatment plans.

Agency and Interested Party Outreach

Consultation with local, state, and federal agencies and other interested parties has been ongoing throughout the project planning process. Table 3.17-4 and Table 3.17-5 describe the outreach to these potentially interested parties and include local government planning departments, historic preservation organizations, historical societies, libraries, and museums. Per PA Stipulation V.A., these interested agencies, groups, and individuals were invited to comment on the significance findings and treatments proposed, and those with demonstrated interest in the project will be invited to participate as Consulting Parties in the preparation of the MOA. Table 3.17-4 and Table 3.17-5 also summarize the outreach to federal, state, regional, and local agencies that may have responsibilities for historic properties and may want to review reports and findings for a project within their jurisdiction, as well as outreach to other potentially interested parties and individuals.

Table 3.17-4 Summary of Outreach Efforts to Identify Agency and Other Interested Consulting Parties

Action	Date	Summary	Type
Federal, State, Regional, or Local Agencies			
Consultation letter and request were sent to the California Department of Parks and Recreation, Office of Historic Preservation.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange County Historical Commission.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the County of Orange Community Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange Community Development Department Planning Division - Historic Preservation.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Anaheim, Planning Services Division.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Anaheim Cultural and Heritage Commission.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Anaheim, Community and Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Bell, Planning Division.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Buena Park Community Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Commerce Community Planning Division.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Fullerton Planning and Landmarks Commission.	January 25, 2016	Accepted the consultation invitation on February 18, 2016.	Formal consultation invitation
Consultation letter and request were sent to the City of Fullerton Community Development Department.	January 25, 2016	Accepted the consultation invitation on February 18, 2016.	Formal consultation invitation

Action	Date	Summary	Type
Consultation letter and request were sent to the City of La Mirada Community Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Historic Preservation Advisory Council – City of La Mirada.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Los Angeles Office of Historic Resources, Department of City Planning.	January 25, 2016	Accepted the consultation invitation on March 8, 2016.	Formal consultation invitation
Consultation letter and request were sent to the County of Los Angeles Department of Regional Planning.	January 25, 2016	Accepted the consultation invitation on August 17, 2016.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles County Historic Landmarks and Records Commission.	January 25, 2016	Accepted the consultation invitation on August 1, 2016.	Formal consultation invitation
Consultation letter and request were sent to the City of Montebello Planning Division.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Norwalk Community Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Historical Heritage Ad Hoc Commission – City of Norwalk.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Orange Community Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Pico Rivera Community Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Santa Fe Springs Planning and Development Department.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Southern California Association of Governments.	December 19, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Vernon Community Services Department, Planning Division.	January 25, 2016	No response received.	Formal consultation invitation

Action	Date	Summary	Type
City of Norwalk Community Development Department emailed the Authority with a list of historical resources and requested to be apprised of the project's status.	March 8, 2016	No further action has been taken at this time.	Information response; status update request
Invitation to Community Open House meetings was sent to Orange County Historical Commission.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to County of Orange Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Orange Community Development Department Planning Division - Historic Preservation.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Anaheim Cultural and Heritage Commission.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Anaheim, Community and Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Bell, Planning Division.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Buena Park Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Commerce Community Planning Division.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Fullerton Planning and Landmarks Commission.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Fullerton Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of La Mirada Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Historic Preservation Advisory Council – City of La Mirada.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Los Angeles Office of Historic Resources, Department of City Planning.	March 16, 2017	No response received.	Meeting invitation

Action	Date	Summary	Type
Invitation to Community Open House meetings was sent to Los Angeles County Historic Landmarks and Records Commission.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Montebello Planning Division.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Norwalk Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Orange Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Pico Rivera Community Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Santa Fe Springs Planning and Development Department.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Vernon Community Services Department, Planning Division.	March 16, 2017	No response received.	Meeting invitation
City of Fullerton Planning and Landmarks Commission requested to remain involved as a Consulting Party to review documentation on cultural or historic resources that may be affected by the project.	August 17, 2017	No further action has been taken at this time.	Ongoing consultation
A cultural resources project section walkthrough meeting was conducted with the California Department of Parks and Recreation, Office of Historic Preservation to provide a project overview.	September 7, 2017	Meeting was attended.	Consultation meeting
Historic Preservation Interest Groups or Individuals			
Consultation letter and request were sent to the California Preservation Foundation, Cindy Heitzman.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Anaheim Neighborhood Association.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Friends of the Los Angeles River, Stephen Mejia.	January 25, 2016	No response received.	Formal consultation invitation

Action	Date	Summary	Type
Consultation letter and request were sent to the Fullerton Heritage.	January 25, 2016	Accepted the consultation invitation on February 26, 2016.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles Conservancy, Adrian Scott Fine.	January 25, 2016	Accepted the consultation invitation on August 2, 2016.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles Railroad Heritage Foundation, Wendell Mortimer.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the National Trust for Historic Preservation.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Old Towne Preservation Association (Old Towne Orange).	January 25, 2016	No response received.	Formal consultation invitation
Invitation to Community Open House meetings was sent to California Preservation Foundation, Cindy Heitzman.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Anaheim Neighborhood Association.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Fullerton Heritage.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Jewish Historical Society of Southern California.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Los Angeles Conservancy.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Los Angeles Railroad Heritage Foundation.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to National Trust for Historic Preservation.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Old Towne Preservation Association (Old Towne Orange).	March 16, 2017	No response received.	Meeting invitation
Authority met with Los Angeles Conservancy to discuss the project.	July 15, 2016	Project status update provided.	Consultation meeting

Action	Date	Summary	Type
Authority followed up with the Los Angeles Conservancy.	July 15, 2016	Confirmed desire to be informed of project status.	Ongoing consultation via email
Area Museums			
Consultation letter and request were sent to the James George Bell House.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Anaheim Heritage Center at the MUZEO.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the California State Railroad Museum.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the La Habra Historical Museum.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the D.D. Johnston-Hargitt House Museum (Norwalk).	January 25, 2016	Letter was returned to sender with message: No Such Number “Hargitt House Museum 12450 Mapledale Street, Norwalk, CA 90650.”	Formal consultation invitation
Consultation letter and request were sent to the Dorothy Peyton Gray Transportation Library and Archive, Kenn Bicknell.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Fullerton Public Library Local History Room.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Orange Public Library and History Center.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Pico Rivera Historical Museum.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Heritage Park (Santa Fe Springs).	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Hathaway Ranch and Oil Museum (Santa Fe Springs).	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Santa Fe Springs City Library, History Room.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange County Archives.	January 25, 2016	No response received.	Formal consultation invitation

Action	Date	Summary	Type
Consultation letter and request were sent to the Orange County Natural History Museum.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Heritage Museum of Orange County.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the USC Architecture and Fine Arts Library Watt Hall.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the USC Digital Library.	January 25, 2016	No response received.	Formal consultation invitation
Invitation to Community Open House meetings was sent to Anaheim Heritage Center at the MUZEO.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to La Habra Historical Museum.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Dorothy Peyton Gray Transportation Library and Archive.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Fullerton Public Library Local History Room.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Orange Public Library and History Center.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Pico Rivera Historical Museum.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Heritage Park (Santa Fe Springs).	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Hathaway Ranch and Oil Museum (Santa Fe Springs).	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to City of Santa Fe Springs City Library, History Room.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Orange County Archives.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Heritage Museum of Orange County.	March 16, 2017	No response received.	Meeting invitation

Action	Date	Summary	Type
Invitation to Community Open House meetings was sent to USC Architecture and Fine Arts Library Watt Hall.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to USC Digital Library.	March 16, 2017	No response received.	Meeting invitation
Local Historical Societies			
Consultation letter and request were sent to the Anaheim Historical Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Buena Park Historical Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Chinese Historical Society of Southern California.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Conference of California Historical Societies.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Electric Railway Historical Association of Southern California.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Historical Society of Southern California, Kenneth Marcus.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Juan Matias Sanchez Adobe Museum/Montebello Historical Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles City Historical Society, Todd Gaydowski.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange Community Historical Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange County Historical Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Archaeological Institute of America, Orange County Society, Ruth DeNault.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange County Pioneer Council.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Orange County Heritage Coordinating Council.	January 25, 2016	No response received.	Formal consultation invitation

Action	Date	Summary	Type
Consultation letter and request were sent to the Orange County Railway Historical Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Pacific Coast Archaeological Society, Megan Galway.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Pacific Railroad Society.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the San Bernardino Railroad Historical Society, Paul Prine.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Society of Architectural Historians, Southern California Chapter, Sian Winship.	January 25, 2016	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Southern Pacific Historical and Technical Society, John Signor.	January 25, 2016	No response received.	Formal consultation invitation
Invitation to Community Open House meetings was sent to Anaheim Historical Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Buena Park Historical Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Conference of California Historical Societies.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Historical Society of Southern California.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Juan Matias Sanchez Adobe Museum/Montebello Historical Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Los Angeles City Historical Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Los Angeles Fire Department Historical Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Orange Community Historical Society.	March 16, 2017	No response received.	Meeting invitation

Action	Date	Summary	Type
Invitation to Community Open House meetings was sent to Orange County Historical Society.	March 16, 2017	No response received.	Meeting invitation
Consultation letter and request were sent to the Archaeological Institute of America, Orange County Society.	January 25, 2016	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Pacific Coast Archaeological Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Pico Rivera History and Heritage Center.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to San Bernardino Railroad Historical Society.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Society of Architectural Historians, Southern California Chapter.	March 16, 2017	No response received.	Meeting invitation
Invitation to Community Open House meetings was sent to Southern Pacific Historical and Technical Society.	March 16, 2017	No response received.	Meeting invitation
2024 Consultation: Government Agencies			
Consultation letter and request were sent to the County of Los Angeles Department of Regional Planning.	August 8, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles County Historic Landmarks and Records Commission.	August 8, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Southern California Association of Governments.	August 8, 2024	Confirmed receipt of letter by filling out an online form. It did not provide information on historic built resources or ask to be a Consulting Party.	Formal consultation invitation

Action	Date	Summary	Type
Consultation letter and request were sent to the City of Fullerton Planning and Landmarks Commission.	August 8, 2024	On August 27, 2024, Sunayana Thomas, Community and Economic Development Director, responded that the City of Fullerton would like to participate.	Formal consultation invitation
Consultation letter and request were sent to the City of Fullerton Community Development Department.	August 8, 2024	Refer to response above.	Formal consultation invitation
Consultation letter and request were sent to the City of Los Angeles Office of Historic Resources.	August 8, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Vernon, Community Services Department, Planning Division.	August 8, 2024	On August 8, 2024, electronic response receipt of letter.	Formal consultation invitation
Consultation letter and request were sent to the County of Los Angeles Department of Regional Planning.	August 20, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the City of Fullerton Planning and Landmarks Commission.	August 20, 2024	On August 27, 2024, Sunayana Thomas, Community and Economic Development Director, responded that the City of Fullerton would like to participate.	Formal consultation invitation
Consultation letter and request were sent to the City of Fullerton Community Development Department.	August 20, 2024	Refer to response above.	Formal consultation invitation
Consultation letter and request were sent to the City of Los Angeles Office of Historic Resources.	August 20, 2024	No response received.	Formal consultation invitation

Action	Date	Summary	Type
2024 Consultation: Historical Societies and Preservation Groups			
Consultation letter and request were sent to Fullerton Heritage.	August 8, 2024	On August 19, 2024, President Ernie Kelsey confirmed that Fullerton Heritage would like to participate.	Formal consultation invitation
Consultation letter and request were sent to the Fullerton Public Library, Local History Room.	August 8, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles City Historical Society.	August 8, 2024	On September 4, 2024, LACHS Administrator Adam Linder stated the organization had no notes to add on this project.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles Conservancy.	August 8, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Fullerton Public Library, Local History Room.	August 20, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles City Historical Society.	August 20, 2024	No response received.	Formal consultation invitation
Consultation letter and request were sent to the Los Angeles Conservancy.	August 20, 2024	No response received.	Formal consultation invitation

Authority = California High-Speed Rail Authority; LACHS = Los Angeles City Historical Society; project section = Los Angeles to Anaheim Project Section; USC = University of Southern California

Native American Outreach and Consultation

CEQA, NEPA, and Section 106 of the NHPA all require outreach regarding cultural resources to government agencies, Native Americans, and other parties who may have a demonstrated historic preservation interest in properties that would be affected by a project. Under NEPA Assignment, the FRA maintains its responsibility for government-to-government consultation with federally recognized tribes; however, the Authority conducts all day-to-day tribal outreach and coordination. To the extent possible, the cultural resources outreach requirements for CEQA, NEPA, and Section 106 have been coordinated to identify interested parties early in the process to achieve maximum participation in identifying cultural resources, addressing impacts on cultural resources, and developing appropriate mitigation measures. The primary goals of this outreach are to identify any cultural resources of concern to these parties and to provide them an opportunity to become Section 106 Consulting Parties under Section 106 or AB 52 to participate in the development of significance findings, assessments of effect, and mitigation measures. For this reason, cultural resources outreach for the project began in the early scoping phase of the process.

The Section 106 PA and AB 52 describe the processes for consulting with Native American tribal governments and other interested parties. Specifically, Stipulation V.A of the Section 106 PA states that, “the public and consulting parties will have an opportunity to comment and have concerns taken into account on findings identified in Section 106 survey and effects documented via attendance at public meetings where they can submit comments on the information presented, as well as access [to] the Section 106 documents via email requests to the Authority’s website.” Furthermore, Stipulation V.C specifies that tribal consulting parties be consulted at key milestones in the Section 106 and NEPA processes to gain input from tribal governments. AB 52 provides an initial timeline requiring agencies to invite consultation under AB 52 and requires tribes to formally request consultation within 30 days. There are no prescribed timelines after that; however, consultation must be closed prior to the certification of the environmental document.

The Authority and FRA rely on the NAHC to identify those Native American tribal governments with whom it is most appropriate to consult for a given geographical area. These include both federally recognized and nonfederally recognized tribes. A revised/updated list of local tribes is regularly obtained from the NAHC to ensure that the most current tribal contact information is used when communicating with tribal representatives.

Table 3.17-5 summarizes the outreach with Native Americans undertaken to date for the project section. Consultation prior to 2016 was more general and related to the HSR system as a whole, including the identification of tribes interested in specific sections of the system, while consultation in 2016 and beyond was specific to the project section. Native American outreach and consultation efforts have been ongoing at key milestones throughout the project planning process. Both federally and state-recognized tribes were notified of the initiation of the Section 106 and AB 52 processes for this project section as outlined in Table 3.17-5 and were consulted during the preparation of the technical studies and MOA. Native American tribes have also been consulted about the APE and about potentially sensitive cultural and archaeological resources that could be present within the APE. The MOA would include provisions for phased identification of archaeological resources because of limited access to perform pedestrian archaeological surveys. Phased identification can allow for greater clarity on the sensitivity of an area or resource for archaeological and historic resources. The Authority would continue to consult with Native American tribes and individuals after the ROD, as the previously inaccessible parcels are acquired, accessed, and surveyed.

Table 3.17-5 Summary of Outreach Efforts to Identify Native American Consulting/Concurring Parties

Date	Action	Description of Consultation	Tribal Representative
3/1/2009	Letter	Invitation to scoping meeting.	All California tribes
9/17/2009	Letter	Consultation request letter mailed to tribes.	All California tribes
10/1/2009	Letter	In October 2009, letters were sent to individual contacts provided by the NAHC.	All California tribes
11/1/2009	Phone call	In November 2009, a phone call and a follow-up call were placed to each contact provided by the NAHC requesting comment or information.	All California tribes
2/25/2010	Letter	FRA initiated government-to-government consultation with California tribes statewide, including those who may be interested in the project section.	All California tribes
3/8/2010	Letter	Tribe requested consultation and participation in project.	Soboba Band of Luiseño Indians: Joseph Ontiveros
3/8/2010	Letter	Tribe responded to letter initiating government-to-government consultation that was mailed from the FRA to tribes on February 25, 2010. Tribe requested to participate.	Fernandeño Tataviam Band of Mission Indians: William Gonzales
5/17/2010	Letter; teleconference	Authority acknowledged the tribe's interest in serving as a Consulting Party under Section 106.	Gabrielino/Tongva Nation: Sam Dunlap
12/6/2010	Letter	Follow-up on the initial request for government-to-government consultation and invitation to participate in a teleconference scheduled for December 15, 2011.	All California tribes
12/15/2010	Teleconference	Included the FRA, ACHP, SHPO, and tribes (all federally recognized tribes were invited but only Pechanga, Santa Rosa Tachi Yokuts, and Soboba participated). This was an informal meeting to discuss the Section 106 approach and solicit input from tribes.	Pechanga Band of Luiseño Indians; Santa Rosa Tachi Yokut Tribe; Soboba Band of Luiseño Indians
1/19/2011	Teleconference	Included the FRA, ACHP, SHPO, and tribes. The FRA hosted an informal tribal teleconference to discuss comments on the draft PA.	All California tribes

Date	Action	Description of Consultation	Tribal Representative
2/24/2011	Letter	Tribe responded to the FRA's letter summarizing the December 15, 2010, teleconference and invitation to attend teleconference planned for January 19, 2011.	Soboba Band of Luiseño Indians
3/8/2011	Letter	Tribe responded to letter initiating government-to-government consultation that was mailed from the FRA to tribes on February 25, 2010.	Soboba Band of Luiseño Indians
3/24/2011	Letter; Email	Tribe requested to participate in drafting statewide PA.	San Luis Rey Band of Mission Indians: Merri Lopez-Keifer, Esq.
5/27/2011	Letter	The FRA invited tribes to consult on the HSR system between June 20 and 24, 2011, in the project area.	All California tribes
12/28/2011	Letter	Summary of December 15, 2010, teleconference and invitation to second teleconference planned for January 19, 2011.	All California tribes
8/20/2012	Letter	Letter prepared collaboratively by Ms. Allred and Mr. Dave Singleton of the NAHC. The purpose of the letter was to heighten awareness and encourage tribal participation in the HSR program (not section specific). The NAHC sent the letter out on its own letterhead to help get the word out to tribes statewide about the HSR program.	All California tribes
8/7/2013	Email	Ms. Allred replied to an email from Mr. Blue regarding his inquiry about the Authority's small business enterprise program.	San Pasqual Band of Mission Indians: Tracy Blue
8/28/2013	Email	Email to several representatives of tribes with whom Ms. Allred had been recently working to encourage them to participate in CalSTA's Tribal Listening Forum to be held on September 4, 2013.	Big Sandy Rancheria of Western Mono Indians of California; Chowchilla Tribe of Yokuts; Cold Springs Rancheria of Mono Indians; Dumna Wo-Wah Tribal Government; Pechanga Band of Luiseño Indians; North Fork Mono Tribe; North Fork Rancheria of Mono Indians of California; San Pasqual Band of Mission Indians; Santa Rosa Tachi Yokut Tribe; Picayune Rancheria of Chukchansi Indians; Table Mountain Rancheria; Tule River Indian Tribe of California; Wuksache Indian Tribe/Eshom Valley Band

Date	Action	Description of Consultation	Tribal Representative
9/3/2013	Meeting	All California tribes were invited by CalSTA to participate in a Tribal Listening Forum to provide comments and input to the development of the agency's tribal consultation policy.	All California tribes
11/14/2013	Email	Notice of comment period for the newly released CalSTA Draft Consultation Policy.	Amah Mutsun Tribal Band; Big Sandy Rancheria of Western Mono Indians of California; Chowchilla Tribe of Yokuts; Cold Springs Rancheria of Mono Indians; Dumna Wo-Wah Tribal Government; North Fork Rancheria of Mono Indians of California; Pechanga Band of Luiseño Indians; Tule River Indian Tribe of California; Picayune Rancheria of Chukchansi Indians; Table Mountain Rancheria; Santa Rosa Tachi Yokut Tribe; North Fork Mono Tribe; Bishop-Paiute Tribe; San Pasqual Band of Mission Indians; Wuksache Indian Tribe/Eshom Valley Band
10/9/2014	Email	Notification that CalSTA will be hosting a tribal consultation meeting to discuss matters of concern to the tribal community.	All California tribes
6/16/2015	Letter; Email	Discussion regarding the Consulting Party participation form.	Soboba Band of Luiseño Indians: Joseph Ontiveros
6/18/2015	Presentation/Discussion	CalSTA hosted an annual tribal consultation meeting to discuss statewide transportation issues.	All California tribes
7/23/2015	Email	Tribe requested formal consultation under AB 52. (The original NOP for the project section was issued before July 1, 2015.[1])	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. Christina Swindall-Martinez
8/5/2015	Email	Summary of telephone meeting among the Authority, FRA, and Soboba Tribe. Confirmed the project sections that the tribe is interested in and discussed status of those sections.	Soboba Band of Luiseño Indians: Joseph Ontiveros
10/9/2015	Email	All tribes on the tribal contact list provided by the NAHC, consisting of 22 tribal governments and individuals whose ancestral tribal lands occur on or near the HSR project area. Announcement/notification to tribal entities regarding the schedule for a series of public open house meetings that are scheduled for the project section.	All tribes on the NAHC contact list for LAUS to Anaheim
11/17/2015	Email	Tribe requested formal consultation under AB 52. (The NOP for the project section was issued before to July 1, 2015.[1])	Tongva Ancestral Territorial Tribal Nation: John Tommy Rosas

Date	Action	Description of Consultation	Tribal Representative
11/18/2015	Meeting	The Authority has a recurring slot on the NAAC meeting agenda and provides project status and updates to the committee to help keep the tribal community informed, as well as to raise awareness; encourage tribal participation, and lay the groundwork for future consultations with tribes.	Caltrans NAAC
12/23/2015	Letter; email	The Authority sent tribal outreach letters to provide information about HSR program, the project section, and the status and next steps for the cultural resources investigation.	All tribes on the NAHC contact list for LAUS to Anaheim
1/25/2016	Letter; email	Tribal Information Meeting invitations were sent to the local tribes to attend an invitation-only focused tribal meeting to discuss the details of the project section.	Sent to all tribes on the NAHC tribal contact list for the Los Angeles and Orange County area, consisting of 12 tribal governments and individuals whose ancestral tribal lands occur on or near the project area.
2/16/2016	Email	A reminder email regarding the upcoming tribal meeting and request for tribes to RSVP.	All tribes on the NAHC contact list for Bakersfield to Palmdale; all tribes on the NAHC contact list for LAUS to Anaheim; all tribes on the NAHC contact list for Burbank to LAUS; all tribes on the NAHC contact list for Palmdale to Burbank
2/18/2016	Email	Tribe would like to consult on a small portion of the project section.	Fernandeño Tataviam Band of Mission Indians: Caitlin Gulley
2/22/2016	Email	To all tribes on the NAHC tribal contact list for the Los Angeles and Orange County area, consisting of 12 tribal governments and individuals whose ancestral tribal lands occur on or near the project area. Another reminder regarding the upcoming tribal meeting and request for tribes to RSVP.	All tribes on the NAHC contact list for Bakersfield to Palmdale; all tribes on the NAHC contact list for LAUS to Anaheim; all tribes on the NAHC contact list for Burbank to LAUS; all tribes on the NAHC contact list for Palmdale to Burbank
2/24/2016	Letter	Tribe stated the project section falls within their Tribal Traditional Use Areas and requested to have monitors present during any ground-disturbing activities.	Soboba Band of Luiseño Indians: Joseph Ontiveros
2/25/2016	Meeting	Tribal Information Meeting held at the Los Angeles HSR Regional Office to discuss the project section.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. E. Gary Stickel and Henry Pedregon; Juaneño Band of Mission Indians Acjachemen Nation: Steven Villa

Date	Action	Description of Consultation	Tribal Representative
3/2/2016	Email	Meeting summary and action items for the Tribal Information Meeting, which was held in Los Angeles on February 25, 2016, was sent to all the tribal participants and their respective tribal leadership/chairpersons.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. E. Gary Stickel and Henry Pedregon; Juaneño Band of Mission Indians Acjachemen Nation: Steven Villa and Teresa Romero
3/3/2016	Email; letter	Formal invitations sent to tribes to become Section 106 Consulting Parties for the project section.	All tribes on the NAHC contact list for LAUS to Anaheim
3/3/2016	Email; letter	Tribe signed the formal Section 106 Consulting Party Participation Form for the project section.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Matt Teutimez, and Dr. Gary Stickel
3/7/2016	Email	Ms. Allred sent Chairwoman Morillo the Section 106 Consulting Party form for the project section.	Soboba Band of Luiseño Indians: Rosemary Morillo
3/7/2016	Email	Ms. Allred invites tribe to complete the attached Consulting Party participation form for the project section.	Juaneño Band of Mission Indians Acjachemen Nation: Teresa Romero and Steven Villa
3/21/2016	Presentation; meeting	Tribes statewide were invited to attend. Meeting held in Redding, California. The first of three statewide tribal listening sessions aimed at reaching out to California tribes who may be interested in the cultural resources investigations for the HSR program.	Pit River Tribe: Bill George, Brandi McDaniels, Herb Quinn, J. Hayward, Sr., Morningstar Gali; Redding Rancheria: Radley Davis and Tony Hayward
3/25/2016	Meeting; presentation	Tribes statewide were invited to attend listening session in San Diego. The Pechanga Band of Mission Indians (Ms. Lindsey Fletcher, Associate General Counsel for the Pechanga Band of Luiseño Indians) was the only participant who attended.	Pechanga Band of Luiseño Indians: Lindsey Fletcher, Esq.
3/29/2016	Meeting	Tribes statewide were invited to attend listening session in Sacramento. The third and final of three statewide tribal listening sessions. The intent of the meeting was to notify tribes that the Authority/FRA are proposing to revise the PA for compliance with Section 106. Encouraged tribes to provide input on the PA.	Table Mountain Rancheria: Sara Lane Barnett; Santa Ynez Band of Chumash Indians/Santa Ynez Elders Council: Freddie Romero; Agua Caliente Band of Cahuilla: Margaret Park; Big Sandy Rancheria of Western Mono Indians of California: Hazel Earley; Susanville Indian Rancheria: Katie White; Wuksache Indian Tribe/Eshom Valley Band: Kenneth Woodrow
5/4/2016	Email	Tribe expressed interest in participating in the project.	Juaneño Band of Mission Indians Acjachemen Nation: Teresa Romero and Steven Villa

Date	Action	Description of Consultation	Tribal Representative
5/4/2016	Email	Ms. Allred provided project section status updates for Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim.	Gabrieleño Band of Mission Indians—Kizh Nation: Tim Miguel, Henry Pedregon, Matt Teutimez, and Dr. Gary Stickel
5/4/2016	Email	Dr. E. Gary Stickel provided ethnographic article and other documents.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. E. Gary Stickel
5/13/2016	Phone call; email	Dr. Stickel will be preparing the tribe's ethnographic contributions to the cultural technical reports for the sections the tribe is consulting on.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. E. Gary Stickel
6/1/2016	Email	Dr. Stickel and Ms. Allred exchanged communications regarding the tribe's contribution of ethnography.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. E. Gary Stickel
6/27/2016	Email	Tribe provides the Authority with Disadvantaged Business Enterprise and Minority Business Enterprise certification.	Gabrieleño Band of Mission Indians—Kizh Nation Andrew Salas
7/29/2016	Email	The Authority gave project update and follow-up regarding tribe's interest in participating in pedestrian surveys.	Soboba Band of Luiseño Indians: Carrie Garcia, Joseph Ontiveros, and Rosemary Morillo
8/16/2016	Email	Dr. Swindall provided the Authority an example of the tribe's past participation with a different rail project.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. Christina Swindall-Martinez and Andrew Salas
8/22/2016	Email	Invitation to meet with the Authority and FRA on September 9, 2016.	Soboba Band of Luiseño Indians: Carrie Garcia, Jessica Valdez, Joseph Ontiveros, and Rosemary Morillo
8/29/2016	Email	Email exchange between Authority and tribe regarding village locations in relation to the alignments. Tribe provided the Authority map of village locations; the Authority provided tribe KMZ file of alignment to assist their GIS.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Dr. E. Gary Stickel, and Matt Teutimez
9/26/2016	Email	Ms. Swindall added James Flaherty to the designated monitor list.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. Christina Swindall-Martinez
10/19/2016	Email	Ms. Allred updated the tribe on status of project section ASRs and inquired if the tribe is still interested in contributing their ethnohistory.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Dr. E. Gary Stickel, and Tim Miguel

Date	Action	Description of Consultation	Tribal Representative
12/1/2016	Letter	Tribe requested formal notification of proposed projects within the San Gabriel Band of Mission Indians Tribe's geographic area of traditional and cultural affiliation under CEQA.	Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales
12/7/2016	Email	Ms. Allred provided a status update on the project section, and invited tribe to contribute their ethnohistory to the ASR.	Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry
2/27/2017	Email	Ms. Allred provided agenda for the meeting to be held on March 1, 2017.	Fernandeño Tataviam Band of Mission Indians: Kimia Fatehi and Rudy Ortega
3/1/2017	Meeting	Meeting with tribe, Authority, and FRA to discuss Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim Project Sections.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Tim Miguel, Henry Pedregon, Richard Gradias, Matt Teutimez, and Dr. Gary Stickel
3/1/2017	Meeting	Meeting with tribe, Authority, and FRA to discuss Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim Project Sections.	Fernandeño Tataviam: Rudy Ortega, Raymond Salas, Mark Villaseñor, Kimia Fatehi
3/28/2017	Email	Invitation to Community Open House.	Fernandeño Tataviam Band of Mission Indians: Kimia Fatehi and Rudy Ortega; Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Martha Gonzalez, Matt Teutimez, and Tim Miguel; Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales; Gabrieleño-Tongva Tribe: Linda Candelaria; Gabrielino/Tongva Nation: Sam Dunlap and Sandonne Goad; Juaneño Band of Mission Indians: Sonia Johnston; Juaneño Band of Mission Indians Acjachemen Nation Joyce Perry and Matias Belardes; Juaneño Band of Mission Indians Acjachemen Nation Teresa Romero; Los Angeles City/County Native American Commission: Ron Andrade; Tongva Ancestral Territorial Tribal Nation: John Tommy Rosas
3/30/2017	Email	As a follow-up to meeting held on March 1, 2017, Ms. Allred provided Senator Salas information regarding the Authority's Small Business Advocacy office.	Fernandeño Tataviam: Rudy Ortega, Raymond Salas, Mark Villaseñor, Kimia Fatehi
5/18/2017	Email	Meeting notes and follow-up to the March 1, 2017, tribal focused meeting.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Tim Miguel, Henry Pedregon, Richard Gradias, Matt Teutimez, and Dr. Gary Stickel

Date	Action	Description of Consultation	Tribal Representative
6/8/2017	Email	Transmittal of May 2017 Draft ASR for review/comment.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry
6/26/2017	Email	Dr. Stickel provided comments on the Draft Burbank to Los Angeles ASR on behalf of the tribe; applicable comments were also applied to the Draft Los Angeles to Anaheim ASR, because the ethnography/ethnohistory sections were nearly identical.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. Gary Stickel
7/6/2017	Email	Mr. Dunlap responded to Ms. Allred's farewell email, requested to become a Consulting Party. Also refer to 8/30/17.	Gabrielino/Tongva Nation: Sam Dunlap
8/10/2017	Email	Response to AB 52 request for consultation letter; all four project sections in the Los Angeles Basin have NOPs issued prior to July 1, 2015. Participation and monitoring factsheets included.	Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales
8/30/2017	Email	Ms. MacKinnon followed up with Mr. Dunlap regarding request to become a Consulting Party.	Gabrielino/Tongva Nation: Sam Dunlap
9/21/2017	Email	Authority transmitted final revised ASR to tribal Consulting Parties.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas and Dr. E. Gary Stickel; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
9/28/2017	Email	Project section e-update for September 2017 sent to tribes consulting on the project section.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Dr. Christina Swindall-Martinez, Dr. E. Gary Stickel, Matt Teutimez and Tim Miguel; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
10/5/2017	Email	Follow-up with Mr. Dunlap regarding Consulting Party forms sent 8/30/17.	Gabrielino/Tongva Nation: Sam Dunlap
10/12/2017	Email	Gabrielino/Tongva Nation signed and sent Consulting Party forms (signed 10/8/17, Authority received 10/12/17).	Gabrielino/Tongva Nation: Sam Dunlap and Sandonne Goad

Date	Action	Description of Consultation	Tribal Representative
1/8/2018	Email and letter	Notice regarding Authority's participation in the FRA's NEPA Assignment Program (some individuals received emails and letters; those without email received only letters).	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas, Dr. Christina Swindall-Martinez, Dr. E. Gary Stickel, Matt Teutimez and Tim Miguel; Gabrielino/Tongva Nation: Sam Dunlap and Sandonne Goad; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
4/6/2018	Email	April 2018 construction update sent to all Consulting Party tribes.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Matias Belardes
5/2/2018	Email	Emails sent to tribal Consulting Parties regarding the FRA notice in the *Federal Register* soliciting public review and comment on the State of California's application to participate in the Surface Transportation Project Delivery Program (commonly known as NEPA Assignment). Comment period ended 6/1/2018.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry
1/11/2019	Email	Transmittal of ASR Addendum 1 (aka "APE Mod 1") to SHPO and tribal Consulting Parties.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry
8/1/2019	Email	Notification to tribes of Authority's participation in the FRA's NEPA Assignment Program. On July 23, 2019, Governor Gavin Newsom signed and made effective the final MOU.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap and Sandonne Goad; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
3/6/2020	Letter	BNSF Components: Initial letters mailed to notify tribes identified on the NAHC's San Bernardino County contact lists inviting participation and requesting information on the BNSF Colton and Lenwood Components.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrieleño-Tongva Indians of California Tribal Council: Robert F. Dorame; Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales; Gabrielino/Tongva Nation: Sandonne Goad and Sam Dunlap; Gabrielino-Tongva Tribe: Charles Alvarez; Kern Valley Indian Community: Robert "Bob" Robinson and Julie Turner; Morongo Band of Mission Indians: Robert Martin and Denisa Torres; SMBMI: Jessica Mauck; San Fernando Band of Mission Indians: Donna Yocum; Serrano Nation of Mission Indians: Mark Cochrane and Wayne Walker; Tubatulabals of Kern Valley: Robert L. Gomez, Jr.

Date	Action	Description of Consultation	Tribal Representative
3/19/2020	Email	BNSF Components: Follow-up to letters mailed on March 6, 2020, inviting participation and requesting information on the BNSF Colton and Lenwood Components, to which no responses were received; letters were then sent electronically.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrieleño-Tongva Indians of California Tribal Council: Robert F. Dorame; Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales; Gabrielino/Tongva Nation: Sandonne Goad and Sam Dunlap; Gabrielino-Tongva Tribe: Charles Alvarez; Kern Valley Indian Community: Robert "Bob" Robinson and Julie Turner; Morongo Band of Mission Indians: Robert Martin and Denisa Torres; San Fernando Band of Mission Indians: Donna Yocum; Serrano Nation of Mission Indians: Mark Cochrane; Serrano Nation of Mission Indians: Wayne Walker; Tubatulabals of Kern Valley: Robert L. Gomez, Jr.
3/19/2020	Email	BNSF Components: Ms. Mauck responded that SMBMI will review information and provide a more formal response to request to consult; requested any additional project information available at the time. The Authority responded on 3/20/2020 that ASR and additional information are forthcoming.	SMBMI: Jessica Mauck
4/6/2020	Email	BNSF Components: Follow-up by email to enquire if recipients of the March 6, 2020, project notification letters and March 19, 2020, follow-up emails who had not yet responded had a chance to review and interest in participating. Responses received from Tubatulabals of Kern Valley: Robert L. Gomez, Jr. (4/6/2020) and Kizh Nation (4/7/2020). No other responses were received.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrieleño-Tongva Indians of California Tribal Council: Robert F. Dorame; Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales; Gabrielino/Tongva Nation: Sandonne Goad and Sam Dunlap; Gabrielino-Tongva Tribe: Charles Alvarez; Kern Valley Indian Community: Robert "Bob" Robinson and Julie Turner; Morongo Band of Mission Indians: Robert Martin and Denisa Torres; San Fernando Band of Mission Indians: Donna Yocum; Serrano Nation of Mission Indians: Mark Cochrane and Wayne Walker; Tubatulabals of Kern Valley: Robert L. Gomez, Jr.
4/6/2020	Email	BNSF Components: Mr. Gomez stated that this area is outside of the Tubatulabal's traditional sphere of influence and declined to comment.	Tubatulabals of Kern Valley: Robert L. Gomez, Jr.

Date	Action	Description of Consultation	Tribal Representative
4/7/2020	Email	BNSF Components: Tribe opted in to be a Consulting Party on the BNSF Colton and Lenwood Components.	Gabrieleño Band of Mission Indians—Kizh Nation: Brandy Salas
4/9/2020	Email	BNSF Components: SMBMI formally opted in to be a Consulting Party on the BNSF Colton and Lenwood Components (but not on the Los Angeles to Anaheim Project Section, which is outside traditional territory). Provided information regarding project locations. Authority confirmed receipt of Consulting Party status on 4/13/2020.	SMBMI: Jessica Mauck
5/14/2020	Email	APE modification notice (aka "APE Mod 2" memo dated April 30, 2020) sent to tribal Consulting Parties; no comments were received.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap and Sandonne Goad; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
6/2/2020	Email	Draft FOE transmitted to tribal Consulting Parties for review and comment.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap and Sandonne Goad; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
6/9/2020	Email	In response to request for comments on the draft FOE, Mr. Dunlap confirmed receipt.	Gabrielino/Tongva Nation: Sam Dunlap
6/16/2020	Email	Follow-up email to parties that had not yet accessed the electronic Draft FOE. No comments were received.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry and Matias Belardes
7/2/2020	Phone call	Follow-up phone calls to Consulting Party tribes to ask if comments on the Draft FOE are forthcoming. Mr. Dunlap may submit comments next week. No comments were received.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry
8/21/2020	Letter	BNSF Components: Letters sent to tribes who had sent the Authority requests for formal notification of projects under AB 52. Notifications regarding expanded APE for the project section, which required new NOP, triggering AB 52. Expanded APE now includes the BNSF Colton and Lenwood Components, two noncontiguous project areas in San Bernardino County.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales; SMBMI: Jessica Mauck

Date	Action	Description of Consultation	Tribal Representative
9/15/2020	Email	BNSF Components: Ms. Mauck discussed potential testing plan at BNSF Colton Component.	SMBMI: Jessica Mauck
9/17/2020	Meeting	Meeting between SMBMI and Authority to discuss project updates to Bakersfield to Palmdale and Palmdale to Burbank Project Sections, and to discuss potential testing at BNSF Colton Component.	SMBMI: Jessica Mauck, Ryan Nordness
9/18/2020	Email	Draft meeting minutes provided to SMBMI for review and comment.	SMBMI: Jessica Mauck, Ryan Nordness, and Alexandra McCleary
9/21/2020	Email	SMBMI comments on the draft meeting minutes; minutes revised and finalized and recirculated to meeting participants.	SMBMI: Jessica Mauck
9/24/2020	Email	Authority confirmed tribe's Consulting Party status and provided information about the NOP/NOI that includes the BNSF Lenwood and Colton Components.	Gabrieleño Band of Mission Indians—Kizh Nation: Brandy Salas
11/10/2020	Email	FOE and Section 4(f) information to tribal Consulting Parties.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; Gabrielino/Tongva Nation: Sandonne Goad; Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Matias Belardes and Joyce Perry
4/19/2021	Letter, email	BNSF Components: Draft BNSF Lenwood and Colton Component ASRs sent concurrently to Consulting Parties for review and comment.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas; SMBMI: Jessica Mauck
5/31/2021	Email	BNSF Components: SMBMI submitted comments on the draft BNSF ASRs, requested meeting.	SMBMI: Jessica Mauck
6/4/2021	Meeting	BNSF Components: Meeting to discuss BNSF Components (Lenwood and Colton) draft ASRs.	SMBMI: Jessica Mauck and Ryan Nordness
8/31/2021	Email	Tribal consulting parties notified of First Amendment to the Section 106 PA (2011) (amended July 21, 2021).	Sent to tribal consulting parties statewide. No responses were received from the project section tribal consulting parties.
10/3/2024	Email	Tribal consulting parties notified of Second Amendment to the Section 106 PA (2011) (amended July 2024) for duration.	Sent to tribal consulting parties statewide. No responses were received from the project section tribal consulting parties.

Date	Action	Description of Consultation	Tribal Representative
10/4/2024	Email	APE modification notice for the project section Shared Passenger Track Alternatives. Kizh Nation responds; no other responses received.	Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Matias Belardes and Joyce Standfield Perry; Gabrieleño Band of Mission Indians—Kizh Nation
10/9/2024	Email	Draft project section ASR addendum 2 for review and comment. Kizh Nation responds; no other responses from tribes were received.	Gabrieleño Band of Mission Indians—Kizh Nation; Juaneño Band of Mission Indians Acjachemen Nation: Matias Belardes and Joyce Standfield Perry; Gabrielino/Tongva Nation: Sam Dunlap
10/9/2024	Email	In response to APE modification and ASR Addendum 2, Kizh Nation requests to meet. Meeting planned for 11/5/2024.	Gabrieleño Band of Mission Indians—Kizh Nation: Andrew Salas and Brandy Salas
10/30/2024	Email	Formal California NAGPRA Consultation Request: Authority responded 10/31/2024 that it has no inventories or summaries as defined in AB 275 from the traditional tribal territory depicted on the maps Kizh Nation provided. 11/6/2024: Kizh Nation acknowledges receipt.	Gabrieleño Band of Mission Indians—Kizh Nation: Dr. Christina Swindall-Martinez
11/4/2024	Email	Kizh Nation requests to cancel 11/5 meeting; Kizh Nation to suggest other dates.	Gabrieleño Band of Mission Indians—Kizh Nation: Brandy Salas
11/7/2024	Email	In lieu of meeting, Kizh Nation will consult by email.	Gabrieleño Band of Mission Indians—Kizh Nation: Brandy Salas
11/20/2024	Email	Comments provided and confidentiality requested. Authority responded 12/3/24 to request continued consultation on future MOA.	Gabrieleño Band of Mission Indians—Kizh Nation: Brandy Salas
12/3/2024	Email	Authority response 12/3/24 requests continued consultation on future MOA. Detailed historical and ethnographical information, confidentiality requested. Proposed mitigation measures. Authority response 12/3/24 requests continued consultation on future MOA.	Gabrieleño Band of Mission Indians—Kizh Nation: Brandy Salas
12/12/2024	Email	Authority updated SMBMI that BNSF Components (Lenwood and Colton) were dropped and confirming that the Shared Passenger Track Alternatives are outside of their area of concern.	SMBMI: Alexandra McCleary, Raylene Borrego

Date	Action	Description of Consultation	Tribal Representative
12/12/2024	Email	SMBMI responded acknowledging the project change and stating that the Shared Passenger Track Alternatives are out of Serrano ancestral territory. The consultation process between SMBMI and the Authority has occurred as provided in PRC Sections 21080.3.1 and 21080.3.2 and concluded pursuant to subdivision (b) of Section 21080.3.2 (AB 52).	SMBMI: Raylene Borrego

[1] Requests by tribes for consultation under AB 52 were declined by the Authority prior to the issuance of a second NOP in 2020, because the original NOP was issued before July 1, 2015, when AB 52 went into effect.
AB = Assembly Bill; ACHP = Advisory Council on Historic Preservation; APE = Area of Potential Effects; ASR = archaeological survey report; Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; Caltrans = California Department of Transportation; CalSTA = California State Transportation Agency; CEQA = California Environmental Quality Act; FOE = finding of effect; FRA = Federal Railroad Administration; GIS = geographic information system; HSR = high-speed rail; LAUS = Los Angeles Union Station; MOA = Memorandum of Agreement; MOU = memorandum of understanding; NAAC = Native American Advisory Committee; NAGPRA = Native American Graves Protection and Repatriation Act; NAHC = Native American Heritage Commission; NEPA = National Environmental Policy Act; NOI = notice of intent; NOP = notice of preparation; PA = programmatic agreement; PRC = California Public Resources Code; project section = Los Angeles to Anaheim Project Section; SHPO = State Historic Preservation Officer; SMBMI = San Manuel Band of Mission Indians

Note that the BNSF Railway (BNSF) Lenwood and Colton Components are no longer being considered as part of the project but were previously included in the 2018 HSR Project Alternative. Consultation related to the BNSF Components is included here for reference and to document coordination that occurred as part of the project section, although the BNSF Components are not included in the Shared Passenger Track Alternatives. When the BNSF Colton and Lenwood Components were removed from the project description in 2023, the San Manuel Band of Mission Indians' concerns with respect to those resources were concluded. In a letter dated April 9, 2020, the San Manuel Band of Mission Indians noted that the project is outside of Serrano ancestral territory; therefore, the tribe has no comments to provide for this area. The Authority notified the San Manuel Band of Mission Indians on December 12, 2024, that the BNSF Lenwood and Colton Components were no longer considered part of the project. The San Manuel Band of Mission Indians responded on December 12, 2024, acknowledging the change and reiterating that the project is outside of Serrano ancestral territory. As a result, the Authority has closed the inquiry.

The NAHC was contacted for this project section by the Authority in 2015. The NAHC responded by mail on October 9, 2015, providing a consultation list of tribes with traditional lands or cultural places within the boundaries of the two counties (Los Angeles and Orange Counties) in the APE (refer to Appendix C of the ASR [Authority and FRA 2017]).

The NAHC letter stated that the results of the Sacred Lands File check indicate that one previously recorded archaeological site, 19-001575/CA-LAN-1575/H, could be affected by the Shared Passenger Track Alternatives. A Tribal Information Meeting for the project section was held on February 25, 2016. Invitations were sent to all tribes on the NAHC tribal contact list for the Los Angeles and Orange County area, consisting of 12 tribal governments and individuals whose ancestral tribal lands occur on or near the project area. A summary of this meeting and follow-up communication are included in Appendix C of the ASR (Authority and FRA 2017), Correspondence. The purpose of the Tribal Information Meeting was to provide local tribal representatives, who were interested in consulting under Section 106 of the NHPA, an overview of the HSR program, as well as specific details about the project section. This meeting was also intended to provide information about the project environmental review process and the corresponding cultural resources investigations for the project to facilitate tribal participation and lay the groundwork for future consultations on the project. The status and results of the cultural resources investigations to date for the project section were presented at this meeting.

Tribal representatives who attended this meeting included:

- Henry Pedregon, Gabrieleño Band of Mission Indians—Kizh Nation
- Gary Stickel, Ph.D., Tribal Archaeologist, Gabrieleño Band of Mission Indians—Kizh Nation
- Steven Villa, Juaneño Band of Mission Indians Acjachemen Nation

The NAHC was contacted for the project section in 2023. The NAHC responded by email on December 5, 2023, providing a consultation list of tribes with traditional lands or cultural places within the boundaries of the two counties (Los Angeles and Orange Counties) in the APE. The NAHC reported that a search of its Sacred Lands File for the project was positive. The NAHC indicated that the Gabrieleño Band of Mission Indians—Kizh Nation should be contacted for additional information. In addition, the NAHC provided a list of Native American tribes who may have knowledge of cultural resources in the project area and indicated that all of the listed tribal groups should be contacted. Because of project changes, the Authority requested an updated Sacred Lands File search on September 4, 2024, and the NAHC responded on September 17, 2024. The results of the search were positive and the NAHC indicated that the Gabrieleño Band of Mission Indians—Kizh Nation should be contacted for more information.

The Authority sent an APE modification notice and a draft ASR, Addendum 2 on October 4 and October 9, 2024, respectively, to the Gabrieleño Band of Mission Indians—Kizh Nation, Juaneño Band of Mission Indians Acjachemen Nation, and Gabrielino/Tongva Nation. The Gabrieleño Band of Mission Indians—Kizh Nation responded to the request for review and comment on the APE modification notice and the addendum ASR on October 9, 2024, and requested to meet with the Authority on November 5, 2024.

On October 30, 2024, the Gabrieleño Band of Mission Indians—Kizh Nation requested formal consultation under AB 275 regarding the California Native American Graves Protection and Repatriation Act. The Authority responded on October 31, 2024, that it has no inventories or summaries as defined in AB 275 from the traditional tribal territory depicted on the maps the Gabrieleño Band of Mission Indians—Kizh Nation provided.

In lieu of the meeting scheduled for November 5, 2024, the Gabrieleño Band of Mission Indians—Kizh Nation provided comment by email on November 20, 2024, and requested the Authority maintain the confidentially of their comments. The Authority responded on December 3, 2024, acknowledging the tribe's comments and requesting ongoing consultation with the tribe as a Consulting Party.

As discussed in Section 3.17.2, Laws, Regulations, and Orders, California and federal laws exempt from disclosure information regarding the location of Native American archaeological and other culturally sensitive resources. Therefore, the locations of such resources are not included in this section.

Consulting Parties

Table 3.17-6 presents the entities who responded that they are interested in Section 106 and may become Section 106 Consulting Parties for the cultural resources investigation and the preparation of the MOA for the project.

As prescribed by Stipulation V.B. of the Section 106 PA, Consulting Parties may include other federal, state, regional, or local agencies that may have responsibilities for historic properties and may want to review reports and findings for a Section 106 undertaking (project) within their jurisdiction.

Table 3.17-6 Consulting Parties Participating in the Preparation of the Memorandum of Agreement

Name of Entity
City of Fullerton Planning and Landmarks Commission
City of Los Angeles, Office of Historic Resources
County of Los Angeles
Fullerton Community Development Department
Fullerton Heritage
Gabrieleño Band of Mission Indians—Kizh Nation
Gabrielino/Tongva Nation
Juaneño Band of Mission Indians Acjachemen Nation
Los Angeles City Historical Society
Los Angeles Conservancy

3.17.5 Methods for Evaluating Impacts

The evaluation of impacts on cultural resources is a requirement of NEPA and CEQA. The following sections summarize the RSA and the methods used to analyze impacts on cultural resources. As summarized in Section 3.17.1, Introduction, several other resource sections in this Draft EIR/EIS also provide additional information related to cultural resources.

Methods for identifying and evaluating the significance of historic properties and historical resources, and assessing impacts on these properties and resources for the project section, were

conducted in accordance with the Section 106 PA.[3] The PA provides an overall framework for conducting the Section 106 process, including outreach and consultation efforts, delineation of the APE, historic properties identification procedures, assessment of adverse effects and treatment of historic properties, documentation standards, and state and federal agency oversight in compliance with the NHPA. Additional direction by the Authority provides guidance in compliance with NEPA and CEQA. The FOE (Authority 2020a) and the FOE Addendum 1 (Authority 2025c) document the assessment of known and potential adverse effects on historic properties as a result of project construction or operation. Assessment of impacts on CEQA-only resources is also included in the FOE (Authority 2020a) and the FOE Addendum 1 (Authority 2025c).[4]

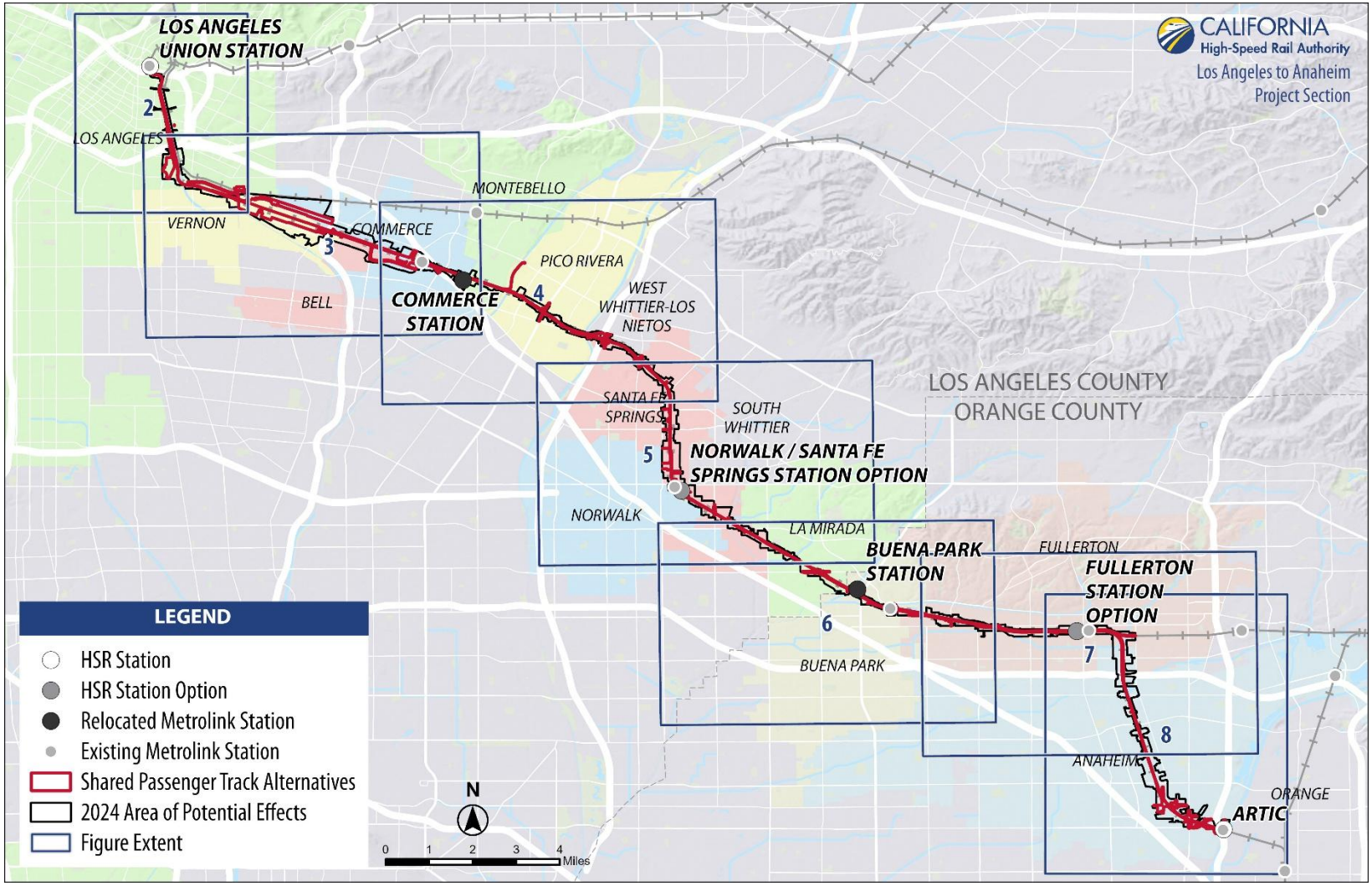
3.17.5.1 Definition of Resource Study Areas/Area of Potential Effects

As defined in Section 3.1, RSAs are the geographic boundaries in which the Authority conducted environmental investigations specific to each resource topic. The Section 106 process uses the term APE for the study area established for cultural resources surveys and analyses. Regulations implementing Section 106 of the NHPA require that an APE be established by the lead agency for all federal projects (36 CFR Part 800.4(a)(1)). The APE is the geographic area or areas within which a project may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist (36 CFR Part 800.13(d)). Prior to establishing the APE, during the early stages of project design, a study area was delineated to initiate presurvey studies, including a records and literature search by the California Historical Resources Information System at the South Central Coastal Information Center (SCCIC), and preliminary archival research. The APE was delineated to consider both construction-related effects as well as operational effects on archaeological and historic built resources. The APE was established following guidelines provided for in Attachment B of the PA.

Figure 3.17-1, sheets 1 through 8, delineates the APE boundaries for historic built resources for the Shared Passenger Track Alternatives. Historic built resources are labeled by map identification number on Figure 3.17-1 and correspond to resources discussed in Section 3.17.6.2, Description of Historic Built Resources in the Area of Potential Effects subheading. Archaeological resources are not displayed on Figure 3.17-1 to protect the confidentiality of their location.

[3] Refer to Section 3.17.1.1, Definition of Resources, for definitions of “historic properties” under the NHPA and “historical resources” under CEQA.

[4] The draft FOE was submitted to the SHPO and Consulting Parties for review and comment on June 2, 2020, and the revised final FOE was submitted to the SHPO and Consulting Parties on November 10, 2020. SHPO concurrence was received December 15, 2020. FOE Addendum 1 was submitted to the SHPO and Consulting Parties for review and comment on January 27, 2025, and the revised final FOE Addendum 1 was submitted to the SHPO on June 16, 2025. SHPO concurrence was received October 8, 2025.



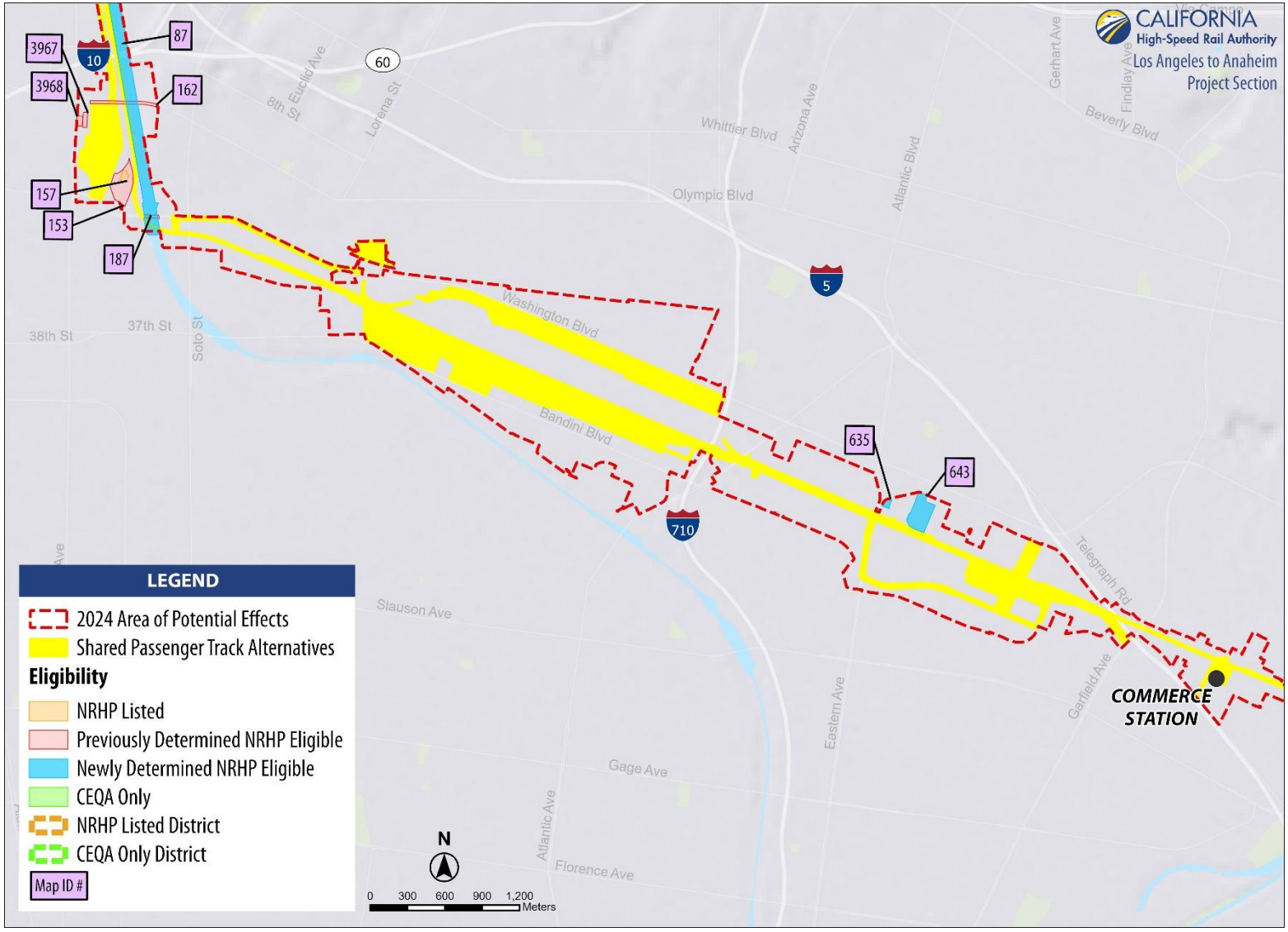
Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 1 of 8



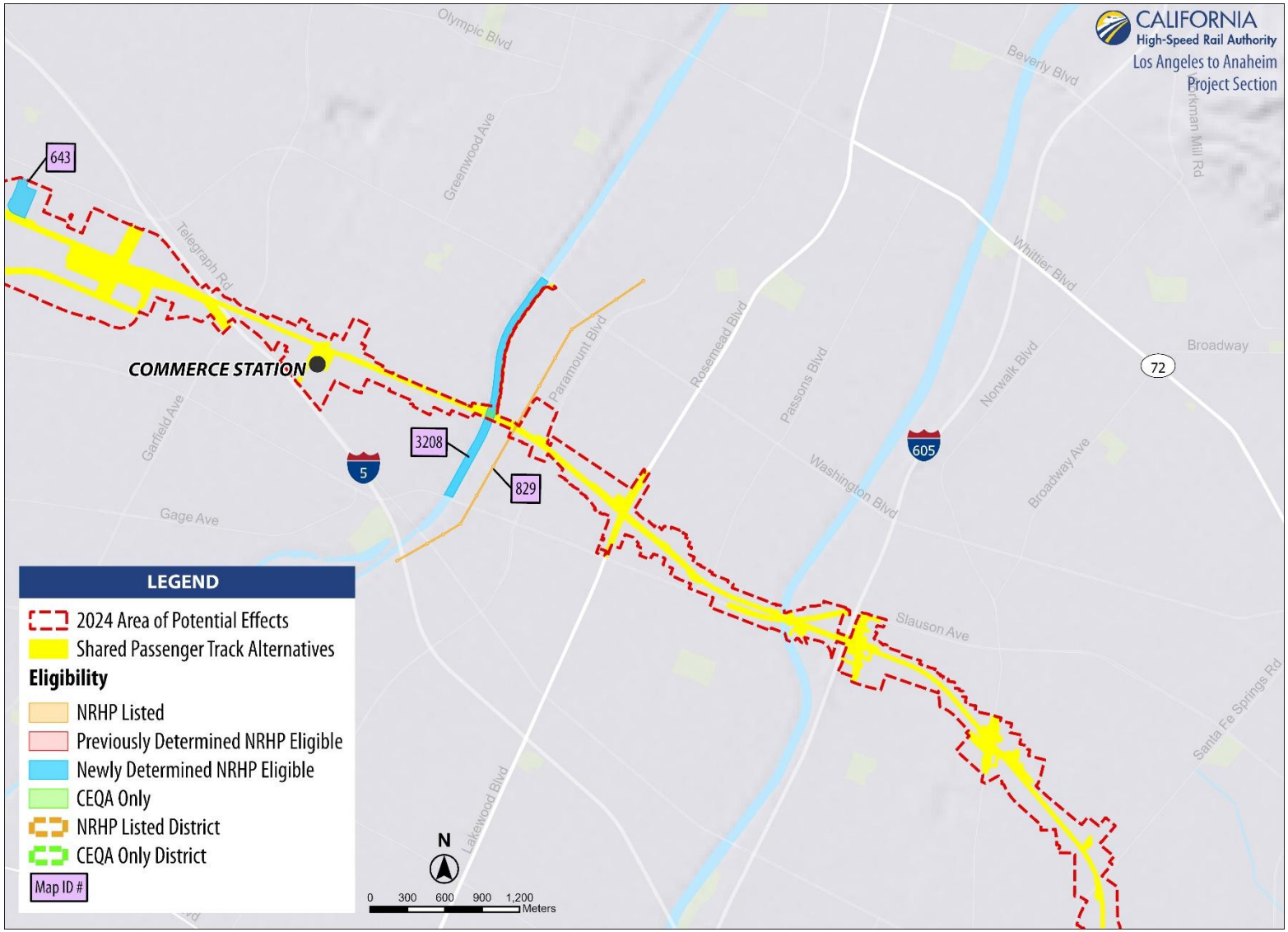
Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 2 of 8



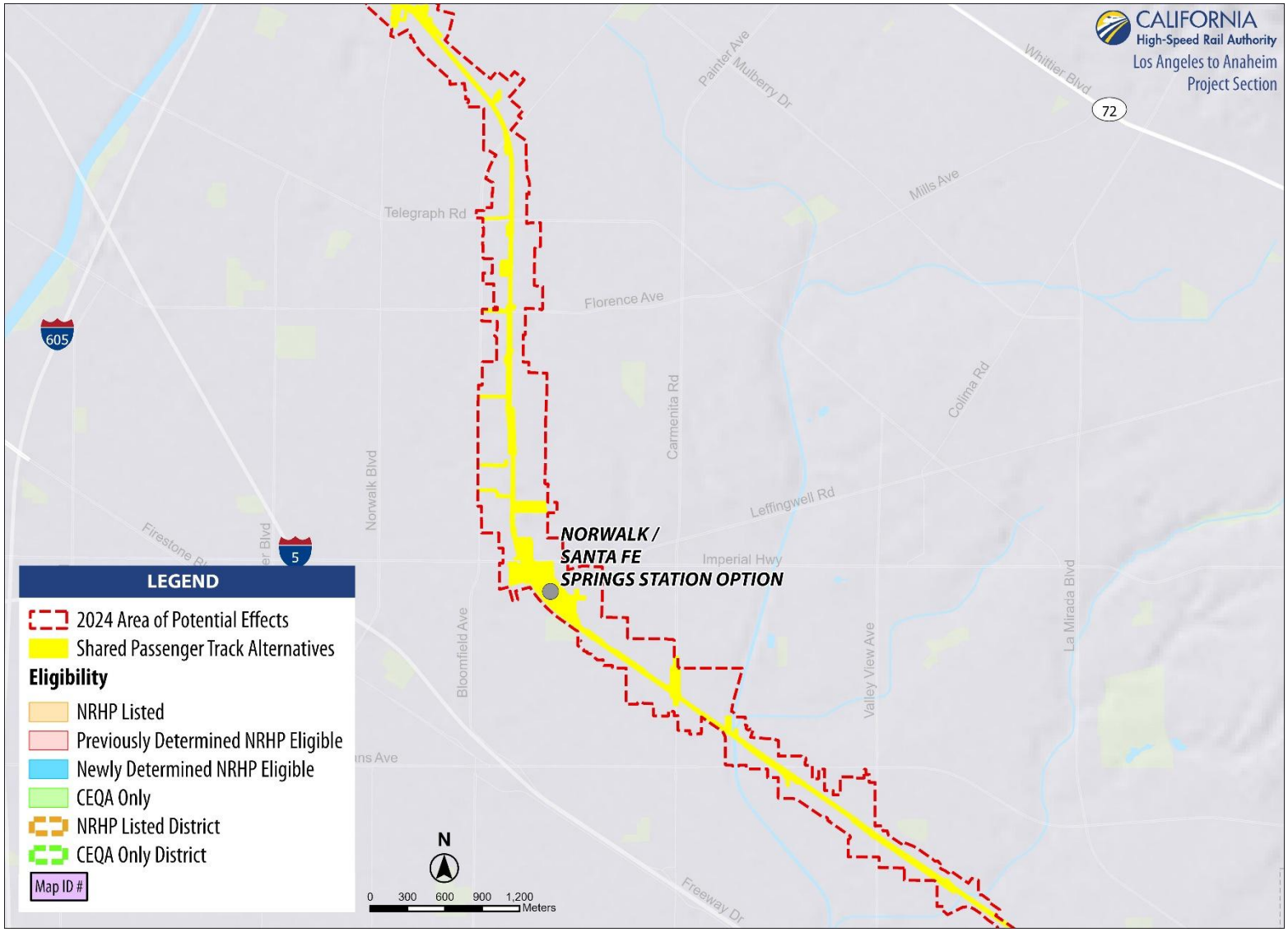
Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 3 of 8



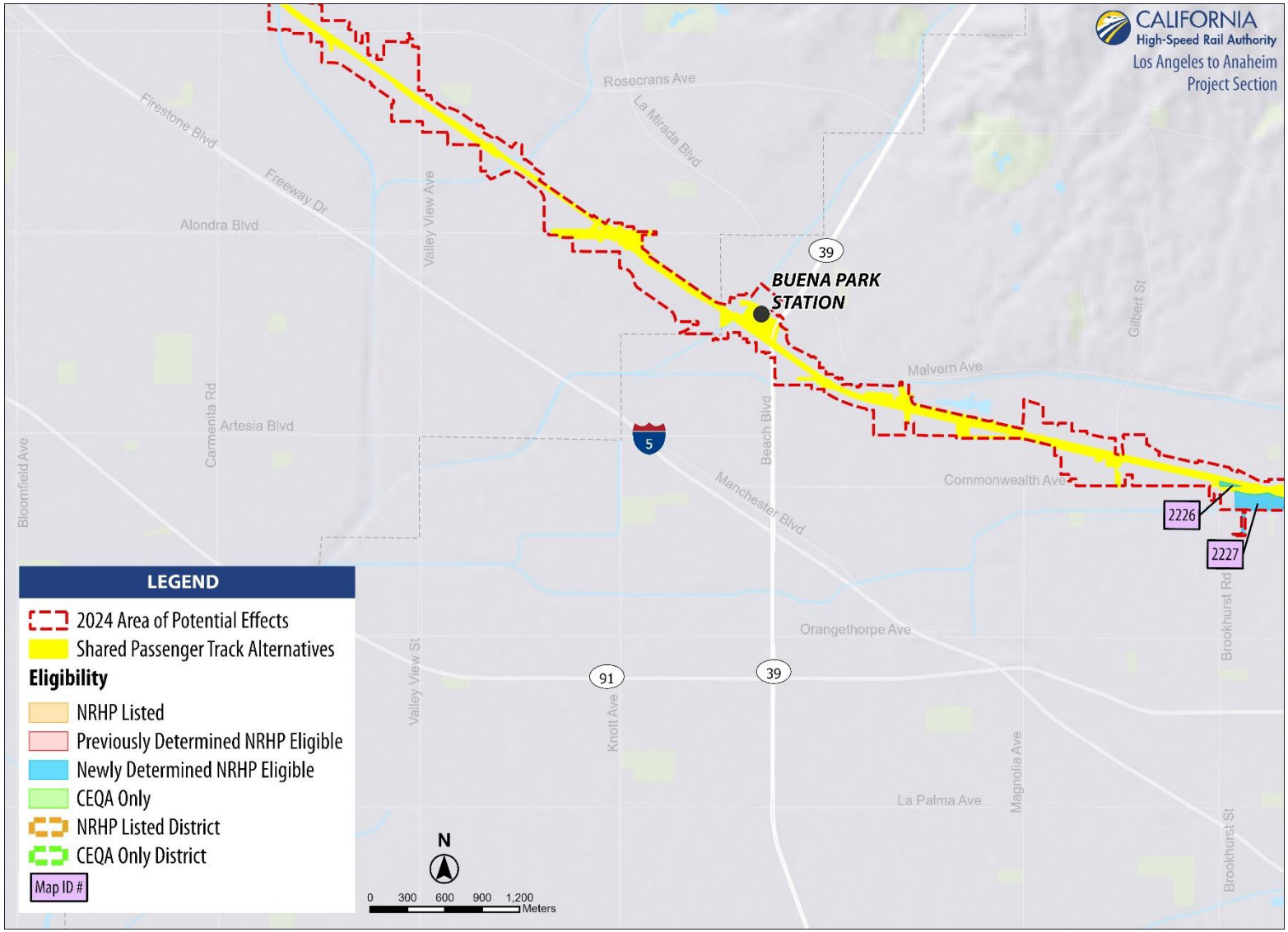
Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 4 of 8



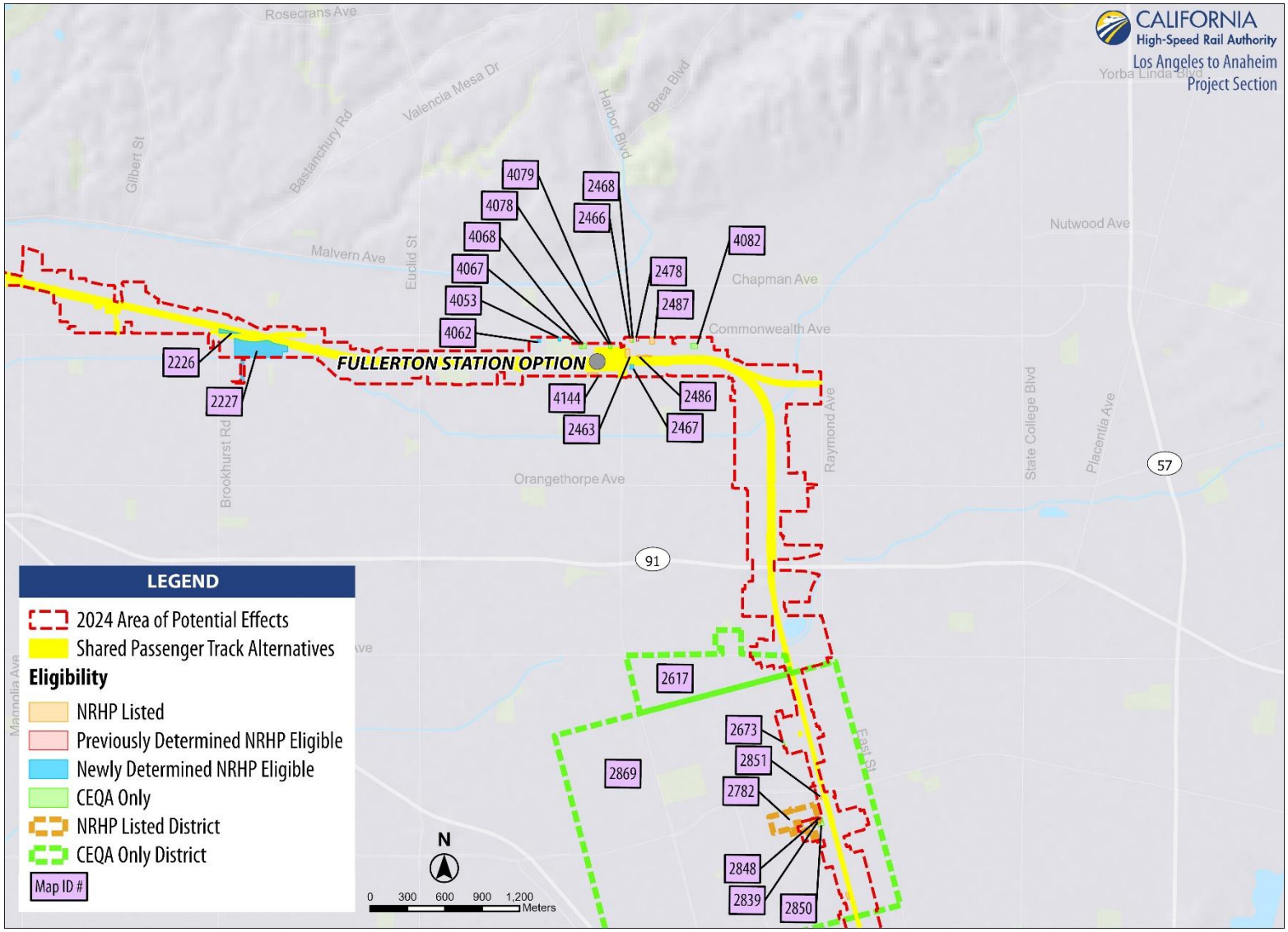
Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 5 of 8



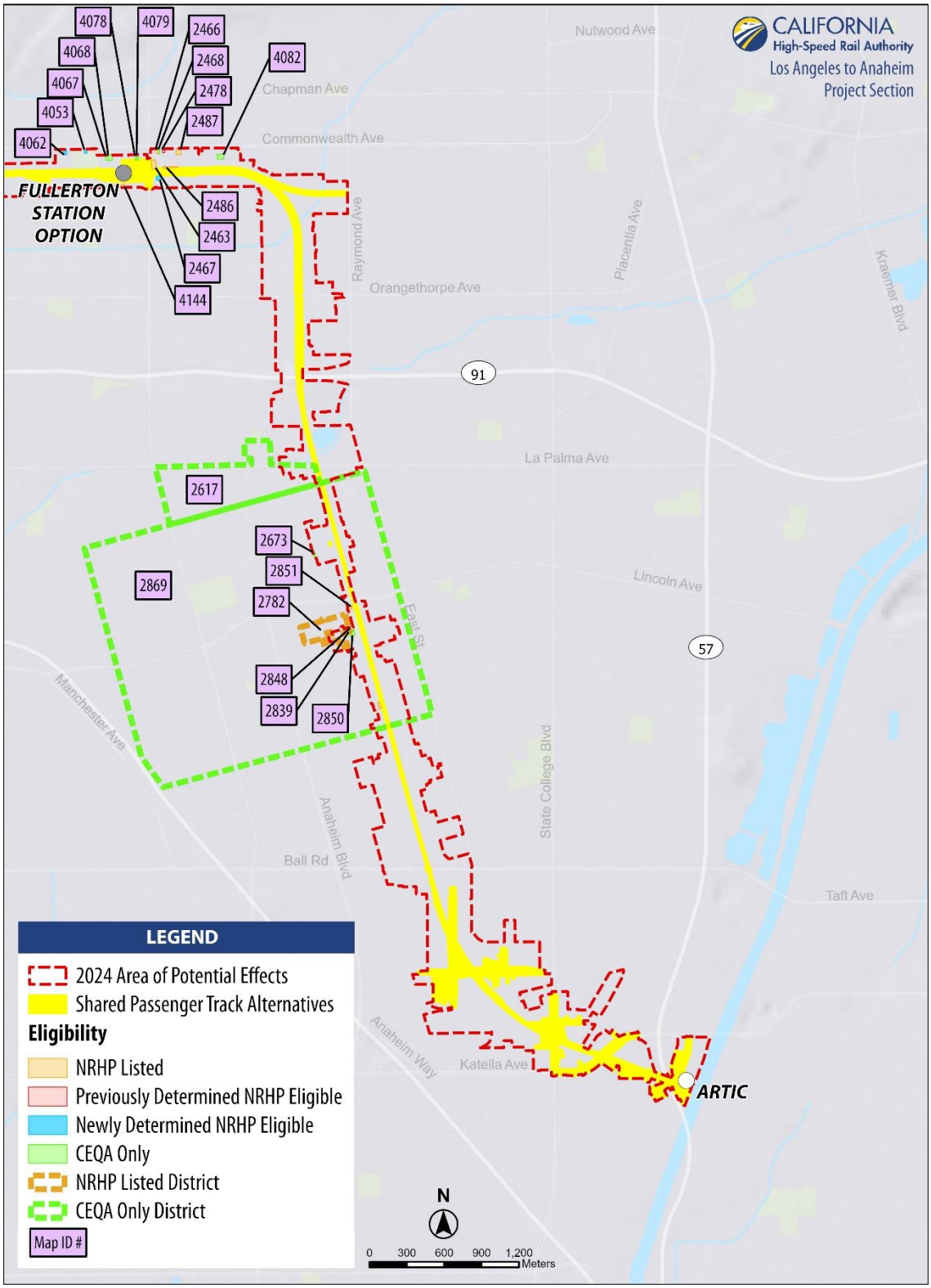
Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 6 of 8



Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 7 of 8



Sources: ESRI 2024a, 2024b
Archaeological resource locations are not included in this figure to protect the confidentiality of the archaeological resource.

Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 8 of 8

Table 3.17-7 provides the boundary description for the APE defined for cultural resources.

Table 3.17-7 Delineation of Area of Potential Effects Methodology

General Definition	Area of Potential Effects Boundary
Archaeological resources	Potential ground disturbance locations, including temporary staging areas, utility easements, laydown areas, utility relocations, and newly acquired land in the project footprint.[1] The vertical depth for at-grade construction extends from the existing ground surface to the final depth necessary for the railbed and for footings or foundations of structural components. Depths would be determined during final design but are typically expected to range from only a few feet for at-grade work to no more than 20 feet for waterway crossings or footings. Pile driving could extend to depths beyond 100 feet. Excavation conducted at grade separations/underpasses could be as deep as 40 to 50 feet.
Historic built resources	The APE includes historic built resources such as buildings, structures, or objects 50 years of age or older at the time the intensive-level survey was conducted, as well as properties exempt from evaluation. Generally, an entire legal parcel was included in the APE when the parcel conforms to one or more of the following considerations: 1. Within the proposed right-of-way or potentially affected by new features such as grade separations, maintenance facilities, station locations, traction power facilities, communications towers, and construction staging areas 2. Proposed for or immediately adjacent to temporary construction or permanent operational acquisition or easement 3. Proposed for or immediately adjacent to temporary construction or permanent operational ingress and egress 4. Proposed for or immediately adjacent to project construction activities that would result in demolishing, moving, or altering historic-era materials, associated landscape features, or use 5. Within visual or auditory range of new or increased visual or auditory elements introduced by proposed project construction or operations that have the potential to affect historic properties or historical resources 6. Within range of project construction or operations that would result in new or increased vibration that could affect historic properties or historical resources

[1] The project footprint includes areas required to build, operate, and maintain permanent high-speed rail facilities, including permanent right-of-way, permanent utility and access easements, and temporary construction easements.
APE = Area of Potential Effects

Area of Potential Effects

The APE was established in accordance with Attachment B and Stipulation VI.A of the Section 106 PA and the Authority's *Cultural Resources Technical Guidance Memorandum #1* (Authority 2013). The Authority's *Cultural Resources Technical Guidance Memorandum #18* (Authority n.d.) provided guidance on the current approach for discussing the APE for archaeological resources and historic built resources. According to the SHPO, there is only one APE, which has areas of direct and indirect effects (Authority n.d.). The memo states that any area where the project has the potential to directly affect archaeological resources through ground disturbance should be identified as the "project footprint" and not be called "the archaeological APE." Therefore, the technical analyses focused on the project footprint for archaeological resources and the APE for built historic resources.

The APE includes the area of ground proposed to be disturbed before, during, and after construction as well as during operation, plus areas where nonground-disturbing activities have the potential to affect historic properties. Ground-disturbing activities may be associated with, but are not limited to, excavation for the vertical and horizontal profiles of the alignment, station locations, geotechnical drilling, grading, cut-and-fill, easements, staging/laydown areas, utility

relocation, borrow sites, spoils areas, temporary or permanent road construction, infrastructure demolition, biological mitigation areas, and permanent rights-of-way (i.e., the project footprint).

Based on this guidance, the APE for the Shared Passenger Track Alternatives was established with careful consideration of the potential for ground disturbance beyond the immediate limits of disturbance and includes preconstruction, construction, and operational activities that may involve ground disturbance. The APE was broadly considered to include areas of potential staging, access roads, and whole parcels that would ultimately be purchased. In areas of larger proposed construction (such as large overcrossings), additional area on both sides of the proposed rail line was included in the APE to allow for flexibility for contractor needs, such as access and staging. In addition, the project footprint for water crossings was expanded to include possible temporary diversion areas (while new crossings are being built) as well as utility relocation areas.

The APE includes temporary staging areas, utility easements, and laydown areas. In areas planned for parking and stations, the APE includes newly acquired land.

The vertical extent of the APE for at-grade construction extends from the existing ground surface to the final depth necessary for the railbed and for footings or foundations of structural components. Depths would be determined during final design but are typically expected to range from 3 feet for at-grade work to no more than 20 feet for waterway crossings or footings. Pile driving could extend to depths beyond 100 feet. Excavation conducted at grade separations/ underpasses could be as deep as 40 to 50 feet.

The APE also includes legal parcels intersected by and adjacent to the proposed right-of-way considered in this Draft EIR/EIS, including proposed ancillary features such as grade separations, stations, maintenance facilities, and construction staging areas where effects may also occur. It is delineated to take into consideration visual, audible, or atmospheric intrusions to a property; shadow effects; the potential for vibration-induced damage; or isolation of a property from its setting. Visual and audible changes have the potential to adversely affect character-defining features of some historic built resources. Figure 3.17-1 (sheets 1 through 8) delineates the APE.

In compliance with the PA, architectural historians surveyed legal parcels within the APE with buildings, structures, objects, sites, and districts at least 50 years of age from year of construction at the time of the survey. The surveys were conducted in 2009, 2010, 2015 to 2021, and 2023. The 2015 to 2021 survey included the re-survey of properties originally studied in 2009 and 2010 in addition to survey of areas incorporated into the revised APE in 2019 through 2021. The 2023 survey included new areas incorporated into the revised APE in 2023 and a survey of all properties in the previous APE that date between 1967 and 1973 to update the baseline year.

Corridor-specific features inform the historic character of the densely developed project section. The majority of the project limits of disturbance is within or immediately adjacent to existing rail right-of-way. The types of resources encountered in the project vicinity and the project activities guided the delineation of the APE.

A substantial portion of the project section is surrounded by industrial buildings, some of which are associated with the “Central Manufacturing District,” which is an industrial business area, predominantly in the cities of Los Angeles, Commerce, and Vernon, and unincorporated Los Angeles County. The district was developed along the BNSF-owned right-of-way starting in about 1905 and continuing through the present day, but it was not formally established by entrepreneurs as the Central Manufacturing District until 1923. Other sections of the APE, particularly in Fullerton and Anaheim, include resources associated with the citrus industry. Some sections of the APE contain post-World War II housing tracts and buildings housing supportive services such as retail and restaurants. Early-twentieth-century residential buildings are also present in the APE, primarily in Fullerton and Anaheim.

Specific characteristics of the project informed the delineation of the APE and caused exceptions to the general criteria discussed above.

1. In areas where rail operations would remain at grade and a sound wall with an adjacent road is present, the APE boundary was set at the outer limit of the road. In these areas, the APE does not include parcels beyond the road.
2. In areas where rail operations would remain at grade, the APE was set to account for potential new visual effects introduced by the installation of catenaries.
3. In areas where grade separations are proposed, the APE was set to allow analysis of potential new visual effects introduced by the structure and vibratory effects that could result from construction of the grade separation structure.
4. In areas where demolition is proposed, the APE was set to allow analysis of direct construction effects.
5. In areas where new building construction is proposed, the APE was set to allow analysis of direct or indirect effects.
6. Large, partially developed parcels and large parcels containing exempt property types are not included within the APE in their entirety. In these cases, only the portion of the parcel that intersects the project footprint is included in the APE.
7. In areas where temporary construction easements are proposed, no adjacent parcels were included in the APE.

This analysis is based on preliminary design development. As design refinements and revisions take place, modifications to the APE will be made in accordance with the stipulations of the Section 106 PA.

Cultural Resources Data Sources

Three records searches have been conducted for the proposed project. In November 2015, the SCCIC, which maintains the California Historic Resources Information System's official records of previous cultural resource studies and known cultural resources in Los Angeles and Orange Counties, conducted records searches. The results of the records and literature search are included in Appendix B of the ASR (Authority and FRA 2017), Records Search Results and Site Records. The records search included cultural resources studies within 0.25 mile of the APE. SCCIC staff reviewed the SCCIC's base maps of previous studies and known cultural resources for the APE and a 0.25-mile buffer (study area) surrounding the APE. The SCCIC conducted a second records search in August 2021 to account for the revised APE. It focused on areas of Los Angeles, Commerce, and Bell near the intersection of S Atlantic and Bandini Boulevards. The results of the 2021 records search are included in Attachment D of the *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2022b). For the 2021 records search, SCCIC staff reviewed the SCCIC's base maps of previous studies and known cultural resources for the APE and a 0.25-mile buffer (study area) surrounding the APE. The SCCIC conducted a third records search in fall 2023 to account for the updated baseline year and changes to the project footprint. The most recent records search was requested from the SCCIC on November 11, 2023, and the results were received on December 1, 2023. The 2023 records search included the 2023 draft project footprint for the Shared Passenger Track Alternatives and a buffer area of 0.25 mile of the APE.

As part of the 2015, 2021, and 2023 records searches, SCCIC staff also consulted the following sources at the SCCIC:

- NRHP
- Historic property data files
- CRHR
- Historic maps
- Google Earth aerial imagery

Historic maps consulted included historical topographic maps including Anaheim (1896, 1942), Downey (1896, 1942, 1943), and Pasadena (1896, 1900).

Geoarchaeological Study and Modeling

The Authority undertook a geoarchaeological study (including modeling) to supplement the ASR (Authority and FRA 2017) and the *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1*'s (Authority and FRA 2019a) analysis relating to cultural resources by considering the potential for encountering as-yet undocumented precontact archaeological resources within the APE based on physical environmental attributes. This type of archaeological sensitivity is not designed to consider the potential for encountering historical archaeological resources per se, because this function is better served through historic documentary research. The ASR (Authority and FRA 2017) and *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1* (Authority and FRA 2019a) contain further details on these studies.

Built Resources Data Sources

Qualified Investigators (QI) conducted research in conjunction with the field survey and refined those research efforts as informed by the results of the survey. QIs also continued property-specific research to confirm construction dates and to narrow estimated dates of construction. Over the course of the analysis (2015 to 2023) the QIs made efforts to obtain historic records from the following local repositories and government offices:

Statewide

- California Historical Resource Information System Records/California Built Environment Resources Directory
- California Department of Transportation (Caltrans) Historic Bridge Inventory
- NRHP National Park Service online website
- California Historical Landmarks
- California Points of Historical Interest publications and updates
- NRHP listings
- CRHR listings
- Local register listings
- U.S. Census Bureau information (available through www.heritage.com), including population schedules (1850 to 1940)
- Historic U.S. Geological Survey quadrangles
- State of California Historical Resources Inventory
- California Historical Resource Inventory System

Los Angeles County

- Los Angeles County Office of the Assessor
- Los Angeles County Department of Public Works Building and Safety (online)
- City of Los Angeles Department of Building and Safety (online)
- City of Los Angeles Office of Historical Resources
- Los Angeles Public Library, Central Library
- City of Vernon Building Division
- City of Commerce Building and Safety Division
- City of Commerce Public Library
- City of Montebello Building and Safety Division
- City of Santa Fe Spring Building Department
- City of Santa Fe Springs City Library

Orange County

- Orange County Office of the Assessor
- City of Fullerton Community Development (online)
- City of Anaheim Planning and Building (online)

The historical overview presented in this section and the property-specific research conducted for the significance evaluations were based on a wide range of primary and secondary material gathered by QIs. QIs searched for available literature, both published and unpublished, on social and ethnic history, and culture. Research on the historic themes and survey population was conducted in both archival and published records including, but not limited to, the following statewide sources:

- Los Angeles Public Library, Central Library
- San Diego Public Library, Central Library and Linda Vista Branch Library
- Geisel Library, University of California, San Diego
- JSTOR On-Line Library of Academic Research Journals, accessed through the San Francisco Public Library

In addition, research included reviews of previous cultural resources reports, historic-period maps, aerial photography, and various newspaper and journal articles. Commonly used property-specific historic research tools such as city directories and Sanborn Map Company Fire Insurance Maps (Sanborn maps) were also consulted.

Groups and Persons Consulted

In response to the Section 106 letters requesting information, certain parties provided information that informed historic research. The City of Fullerton Planning Department provided online documents listing the city's historical resources at all levels of significance, including a variety of resources that are present in the APE. QIs attempted to identify groups representing immigrant and ethnic communities that historically occupied the project vicinity to ascertain whether TCPs might be present. Los Angeles city staff provided relevant survey reports and data to the project team and indicated that SurveyLA and the associated public outreach (known as MyHistoricLA) did not yield properties that might be considered TCPs.

3.17.5.2 Methods for Resource Identification

The approach to resource identification differs between archaeological resources and historic built or architectural resources. Although both studies are initiated by a records search and general research to identify known historic resources and past studies, followed by field surveys, the process generally diverges at this point largely because of limited access to conduct archaeological pedestrian surveys. No pedestrian field archaeological surveys were conducted within the existing rail corridor because no access was granted.

Although an archaeological or historic built resource may not be listed in or determined to be eligible for listing in the NRHP, the CRHR, a local register of historic resources (pursuant to Section 5020.1(k) of the Cal. Public Res. Code), or identified in a historic resources survey (meeting the criteria in Section 5024.1(g) of the Cal. Public Res. Code), a lead agency may determine it to be a historical resource as defined in California Public Resources Code Section 5020.1(j) or 5024.1 for the purposes of CEQA, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.

Archaeology Methods

Archaeologists meeting the professional qualification standards as required in Stipulation III of the PA, and the Secretary of the Interior's Professional Qualification Standards (48 Fed. Reg. 44738–44739) (Appendix A to 36 CFR Part 61), referred to as QI in the PA, undertook the analysis of available data, which included previous resource documentation and archival research.

Archival research included a review of historical maps to identify areas where previously unrecorded historic-era archaeological resources might be found. For this analysis, the Sanborn maps published in 1888, 1890, 1891, 1894, 1900, 1906, 1907, 1911, 1917, 1920, 1922, 1927, 1928, 1949, and 1950 were reviewed. Sanborn map coverage is available for sections of the APE in the cities of Los Angeles (including the Boyle Heights neighborhood), Vernon, Commerce, Bell, Montebello, Norwalk, Whittier, Fullerton, and Anaheim, and sections of unincorporated Los Angeles County. Although Sanborn maps exist for the cities of Bell, Montebello, Norwalk, Santa Fe Springs, and Whittier, the mapped areas of those cities did not include the APE. No Sanborn maps were available for Buena Park, La Mirada, or Pico Rivera. Where Sanborn maps were unavailable, historic aerials and United States Geological Survey topographical quadrangle maps were reviewed.

To date, no pedestrian archaeological surveys have been conducted. Permission to enter for parcels on which archaeological resources are located was not secured at this time because all parcels were either developed or paved over, impeding visibility for pedestrian survey. To support this decision, Google Earth 2016, detailed aerial photography gathered in fall 2015 specifically for this project and cab cam footage shot from the top of a train throughout the Los Angeles – San Diego – San Luis Obispo Rail Corridor in December 2013 were reviewed to obtain a general overview of adjoining/nearby existing conditions along the project section. In general, the APE is characterized as highly developed/built over with a very small percentage (estimated to be less than 5 percent) of undeveloped ground surface. Google Earth aerial imagery dating to 2024 was reviewed to ascertain the most current conditions of the areas where archaeological resources have been mapped. Table 3.17-8 indicates land ownership and the current (2024) condition within the mapped location of the archaeological resource.

Stipulation VI.E of the PA provides for phased identification in situations where identification of historic properties cannot be completed, for instance, when private property owners deny permission to enter. In such cases, the development and implementation of a post-review identification and evaluation effort would be stipulated in an MOA to ensure that the historic properties identification effort is completed once the properties become accessible and prior to construction.

Table 3.17-8 Current Conditions of the Archaeological Resources within the Area of Potential Effects

Primary Number	Trinomial or Other ID	Resource Description	Land Ownership	Permission to Enter Requests	Current Conditions	Surveyed
P-19-000182	CA-LAN-182	Village of *Sejat* (multiple plotted locations)	Private	Not requested	Urban/residential development; no visibility	No
P-19-001575	CA-LAN-1575	Historic Chinatown, precontact Native American human remains and artifacts	Metro, Caltrans, and public ROW	Not requested	Identified subsurface; urban development; no visibility	No
P-19-002121	CA-LAN-2121	Historic refuse deposit; precontact two pieces of debitage	Private	Not requested	Urban/industrial development/ roadway; no visibility	No
P-19-002770	CA-LAN-2770	Historic refuse deposit	Private	Not requested	Identified subsurface; urban/ industrial development; no visibility	No
P-19-002793	N/A	Abandoned railroad tracks underneath E 15th St (destroyed)	Public ROW	N/A	Identified subsurface; roadway; no visibility	No
P-19-002794	N/A	Historic brick structure and wooden flume	Railroad ROW	Not requested	Identified subsurface; railroad tracks; no visibility	No
P-19-002837	CA-LAN-2837	Historic railroad grade	Public ROW	N/A	Identified subsurface; roadway; no visibility	No
P-19-002882	CA-LAN-2882	Historic refuse deposits	Railroad ROW	Not requested	Identified subsurface; railroad tracks; no visibility	No
P-19-003073	CA-LAN-3073	Hobart Tower structure destroyed in 2019	Railroad ROW	Not requested	Destroyed as of 2019	No
P-19-003683	N/A	Historic refuse deposit dating between 1880 and 1930s	Government, public ROW	Not requested	Urban development/roadway; no visibility	No
P-19-003777	CA-LAN-3777	Scatter of historic artifacts including ceramic insulators, glass fragments and wooden posts	Amtrak	Not requested	Potential subsurface origin; urban/ industrial development/roadway; no visibility	No
P-30-001712	CA-ORA-1712	Historic refuse deposit	Private	Not requested	Identified subsurface; urban development; no visibility	No

Primary Number	Trinomial or Other ID	Resource Description	Land Ownership	Permission to Enter Requests	Current Conditions	Surveyed
P-30-001724	CA-ORA-1724	Historic refuse deposit, precontact debitage	Public/park	N/A	Identified subsurface; grass and park infrastructure obscure elements	No
P-30-120020	N/A	Historic privies and refuse deposits	Private, public, and railroad ROW	Not requested	Identified subsurface; railroad tracks/roadway/urban development; no visibility	No

Caltrans = California Department of Transportation; Metro = Los Angeles County Metropolitan Transportation Authority; N/A = not applicable; ROW = right-of-way

Historic Built Resources Methods

Surveys were conducted by architectural historians or historians meeting the professional qualification standards as required in Stipulation III of the PA, and the Secretary of the Interior's Professional Qualification Standards (48 Fed. Reg. 44738-44739) (Appendix A to 36 CFR Part 61).

As with the records search results discussed above, the locations of previously surveyed historic built resources were geo-referenced using a geographic information system to identify parcels and known resources within the built resources APE.

QIs also collected additional information about historic built resources from the following sources:

- NRHP—Listed Properties and Determined Eligible Properties (National Park Service, May 2015 to November 2023)
- Directory of Properties in the Historic Property Data File for Los Angeles and Orange Counties
- California Office of Historic Preservation, including the California Historical Resources Information System and the Built Environment Resources Directory, May 2015 to November 2023
- California Inventory of Historic Resources (OHP 1976)
- California Points of Historical Interest (OHP 1992)
- California Historical Landmarks (OHP 1996)
- Sanborn maps in urban areas
- Historical United States Geological Survey quadrangles
- University of California, Santa Barbara Aerial Photography (FrameFinder)

Detailed historic contexts, regional property typologies, and property-specific research were based on a wide range of primary and secondary materials. Research on the historic themes and survey population was conducted in both archival and published records including, but not limited to, the Los Angeles Public Library, Anaheim Public Library, Fullerton Public Library, County of Los Angeles Library in Montebello, Buena Park Library District, Santa Fe Springs City Library, County of Los Angeles Library in Norwalk, Pico Rivera Library, City of Commerce Public Library, and County of Los Angeles Library in La Mirada. Research also included published and digital versions of U.S. Census Bureau information, including population schedules (1850 to 1940) and agricultural schedules (1850 to 1880). In addition, research included review of previous cultural resources reports, historic-period maps, local- and state-level historical resources lists, city directories, and various newspaper and journal articles.

Once an RSA was defined, fieldwork began with a reconnaissance-level survey on September 17, 2015. The reconnaissance survey had four goals: (1) to evaluate and document 18 properties previously identified as significant at the federal, state, or local levels; (2) to inform the historic context statement and identify the property types present in the project area; (3) to inform the APE delineation; and (4) to identify new potentially NRHP-, CRHR-, or local register-eligible properties.

Based on the reconnaissance-level survey, research efforts were refined to confirm specific resource construction dates and to refine estimated dates. This research was conducted through an online commercial database to review current county assessor property data, as well as a thorough review of Sanborn maps, railroad plat maps, United States Geological Survey topographic quadrangle maps, historic aerial photographs, and other pertinent documents. This research further refined the survey population to those resources built in or before 1966.

After the APE was established in May 2016, Intensive-level surveys were conducted between June 8, 2016, and July 19, 2016. Additional intensive-level surveys occurred from 2017 through

2023. Properties containing buildings, structures, objects, districts, or linear features that were known to be built in or before 1966, in other words 50 years of age or older at the time of the 2016 survey per the PA, and properties of unknown age, were surveyed in accordance with PA Stipulation VI.B and PA Attachments C and D. For later survey efforts in 2023, the age limit of 50 years of age or older applied to all properties. Therefore, the most recent surveys identified properties built in or before 1973. The updated baseline year effort focused on buildings dating between 1967 and 1973, but also included some properties with older year built dates where new sources were able to provide more accurate build date information.

Of all the properties surveyed, 7 were listed in the NRHP, 10 were previously determined eligible for the NRHP, 10 are newly determined eligible for listing in the NRHP and CRHR, and 8 are CEQA-only historical resources. Of the ineligible resources, 21 were documented on Department of Parks and Recreation 523 forms. In addition, 840 properties were subject to streamlined documentation in accordance with PA Attachment D, PA Attachment C, and *Cultural Resources Technical Guidance Memorandum #7* (Authority 2016) and required no further study per the PA. For full details of the survey and resource descriptions, refer to the following documents:

- HASR (Authority and FRA 2019b)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum* (Authority 2019)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2020b)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2022b)
- *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives) Memorandum* (Authority 2024)

Consideration of the Presence of Traditional Cultural Properties and Tribal Cultural Resources

Both the historic built resources survey and archaeological archival and literature review included the consideration of the presence of TCPs and tribal cultural resources. In addition, the Authority engaged in formal consultation with interested Native American tribes to elicit information on tribal cultural resources and TCPs within the APE. The consultation efforts are summarized in Table 3.17-5. TCPs are properties that can be defined generally as those that are eligible for inclusion in the NRHP because of their association with cultural practices or beliefs of a living community that (1) are rooted in that community's history, and (2) are important in maintaining the continuing cultural identity of the community. "Traditional" in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community's historically rooted beliefs, customs, and practices. Unlike archaeological resources and sacred sites, these resources are not subject to federal and state nondisclosure laws. Per California Public Resources Code Section 21074, tribal cultural resources are resources that are of cultural importance to California Native American tribes and are either eligible for inclusion in the CRHR or local register of historical resources, or determined to be a resource by the lead agency to be significant.

Methods for Identifying Resources of Importance to Native Americans and Other Interested Parties

As described in Section 3.17.4.2, Agency, Native American, Interested Parties, and Public Outreach Efforts, the Authority has consulted Native Americans and other interested parties to obtain information regarding cultural resources of importance. Native Americans and other

interested parties have not notified the Authority regarding the existence of TCPs, tribal cultural resources, or other cultural resources that could be affected by the project in this region. No such properties were identified in the APE.

3.17.5.3 Impact Avoidance and Minimization Features

The Shared Passenger Track Alternatives incorporate standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs and are part of the project. The Authority will incorporate IAMFs during project design and construction; therefore, the analysis of impacts of the Shared Passenger Track Alternatives in this section factors in applicable IAMFs. Appendix 2-A provides a detailed description of IAMFs that are included as part of the project design. The IAMFs differ from mitigation measures in that they are part of the project regardless of whether an impact is identified in this document. In contrast, mitigation measures may be available to further reduce, compensate for, or offset project impacts that the analysis identifies under NEPA or concludes are significant under CEQA. IAMFs applicable to cultural resources include:

- **CUL-IAMF#1, Geospatial Data Layer and Archaeological Sensitivity Map,** requires preparation of a geospatial layer identifying the locations of all known archaeological resources and built historic resources that require avoidance or protection, and areas of archaeological sensitivity that require monitoring.
- **CUL-IAMF#2, Worker Environmental Awareness Program Training Session,** requires Authority-designated construction contractor personnel to attend a worker environmental awareness program training session to be able to recognize potential cultural resources and to follow the appropriate procedures should a discovery be made during construction.
- **CUL-IAMF#3, Preconstruction Cultural Resource Surveys,** requires completion of archaeological surveys prior to any ground-disturbing activities.
- **CUL-IAMF#4, Relocation of Project Features when Possible,** allows for the relocation of access areas and laydown sites if archaeological sites are discovered during survey.
- **CUL-IAMF#5, Archaeological Monitoring Plan and Implementation,** requires the preparation of an archaeological monitoring plan.
- **CUL-IAMF#6, Preconstruction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage,** involves conducting a preconstruction conditions assessment and preparing a plan for protection of historic built properties prior to construction, and repair of inadvertent damage.
- **CUL-IAMF#7, Built-Environment Monitoring Plan,** requires preparation of a built-environment monitoring plan prior to commencement of ground-disturbing activities within 1,000 feet of a historic property or resource.
- **CUL-IAMF#8, Implement Protection or Stabilization Measures,** requires implementation of protection or stabilization measures, including vibration monitoring of construction in the vicinity of historic properties; cordoning off of resources from construction activities (e.g., traffic, equipment storage, personnel); shielding of resources from dust or debris; and stabilization of buildings adjacent to construction.

3.17.5.4 Methods for Impact Analysis

This section describes the sources and methods the Authority used to analyze potential impacts on cultural resources from implementing the Shared Passenger Track Alternatives on cultural resources. These methods apply to both NEPA and CEQA analyses unless otherwise indicated. Refer to Section 3.1.5.4, Methods for Evaluating Impacts, for a description of the general framework for evaluating impacts under NEPA and CEQA. For project construction and operational actions that would result in impacts, feasible mitigation measures are identified to avoid or minimize impacts or to compensate for impacts. For additional technical details on

cultural resources and information regarding the methods and data sources used in this analysis, refer to the following documents:

- ASR (Authority and FRA 2017)
- *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1* (Authority and FRA 2019a)
- HASR (Authority and FRA 2019b)
- FOE (Authority 2020a), *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources*
- *Los Angeles to Anaheim Project Section Memorandum* (Authority 2019)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2020b)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2022b)
- *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum (Authority 2024)
- *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1* (Shared Passenger Track Alternatives) (Authority 2025a)
- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2* (Shared Passenger Track Alternatives) (Authority 2025b)
- *Los Angeles to Anaheim Project Section Finding of Effect (FOE), Addendum 1* (Shared Passenger Track Alternatives) draft (Authority 2025c)

Laws, regulations, and local planning documents (refer to Section 3.17.2) that regulate cultural resources were also considered in the evaluation of direct and indirect effects on cultural resources.

As stated earlier, the Advisory Council on Historic Preservation advises federal agencies to coordinate compliance with Section 106 and the procedures in the regulations implementing Section 106, with steps taken to meet the requirements of NEPA.[5] Consequently, the NRHP criteria for adverse effect, no adverse effect, or no effect on historic properties (36 CFR Part 800.5) was used to evaluate effects on historic properties within the project's APE. Properties that are listed in the NRHP or determined eligible for the NRHP by consensus through the Section 106 process are by default listed in the CRHR. All properties listed or determined eligible for the NRHP and all resources listed on the CRHR are considered historical resources for the purposes of CEQA. The findings were documented in the FOE (Authority 2020a) and FOE Addendum 1; impacts on CEQA-only historical resources were also analyzed and presented in the FOE and FOE Addendum 1. This analysis substantially satisfies the compliance requirements

[5] On June 7, 2019, the Advisory Council on Historic Preservation released a memorandum titled "Recent court decision regarding the meaning of 'direct' in Sections 106 and 110(f) of the National Historic Preservation Act." The referenced court case clarified the potential for visual, auditory, or other effects to be "direct" effects, and therefore of potential to directly and adversely affect a historic property, regardless of physical or material impairment, if they are present at the same time and place of the historic property with no intervening cause. Similarly, Attachment B of the PA and the Authority's *Cultural Resources Technical Guidance Memorandum #1* (Authority 2013) mandate APE boundaries incorporating potential visual and auditory effects.

of both NEPA and CEQA; however, there are some specific CEQA and NEPA impact analyses that diverge from the Section 106 process.

3.17.5.5 Method for Evaluating Impacts Under NEPA

In considering whether an action may "significantly affect the quality of the human environment" under NEPA, an agency must consider, among other things, the proximity of the project to historic or cultural resources, and the degree to which the action may adversely affect districts, sites, highways, buildings, structures, or objects listed or eligible for listing, in the NRHP, and if the project may cause loss or destruction of significant scientific, cultural, or historical resources.

NEPA implementing procedures, regulations, and guidance provide the basis for evaluating project effects (as described in Section 3.1.1). The criteria of context and intensity are considered together when determining the severity of changes introduced by the project. Context is defined as the affected environment in which a proposed project occurs. *Intensity* is examined in terms of the type, quality, and sensitivity of the resource involved; location and extent of the effect; duration of the effect (short or long term); and other considerations of context. For the purposes of NEPA compliance, the same methods used to identify and evaluate historic properties are applied to aspects of the cultural environment that are not considered NRHP-eligible properties. In compliance with NEPA, evidence or information that suggested both the existence of and impacts on these resources were incorporated into the following analysis.

The Advisory Council on Historic Preservation advises federal agencies to coordinate compliance with Section 106 and the procedures in the regulations implementing Section 106, with steps taken to meet the requirements of NEPA. Consequently, the NRHP criteria for adverse effect, no adverse effect, or no effect on historic properties (36 CFR Part 800.5) were used to evaluate effects on historic properties within the project's APE. To inform an effect under NEPA, the same methods used to identify and evaluate historic properties are applied to aspects of the cultural environment that are not considered NRHP-eligible properties. In compliance with NEPA, evidence or information that suggested both the existence of and impacts on these resources were incorporated into the following analysis.

Cultural resource impact assessment findings presented below are consistent with the NHPA criteria for adverse effect, no adverse effect, or no effect on historic properties (36 CFR Part 800.5). Under these regulations, a project has an effect on a historic property when the project may alter, directly or indirectly, the characteristics of the property that may qualify the property for inclusion in the NRHP (36 CFR Part 800.5(a)). An effect is considered adverse when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration is given to qualifying characteristics of a historic property during effects analysis, including those that may have been identified subsequent to the original evaluation of the property's NRHP eligibility. Adverse effects may include reasonably foreseeable effects caused by the project that may occur later in time, be farther removed in distance, or be cumulative.

Adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features

- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

3.17.5.6 Method for Determining Significance Under CEQA

CEQA requires that an EIR identify the significant environmental impacts of a project (State CEQA Guidelines Section 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a threshold-based impact analysis. Under CEQA, significant impacts are determined by evaluating whether project impacts would exceed the significance threshold established for the resource (Section 3.1.5.4).

The NRHP eligibility criteria (36 CFR Part 60.4) were used to evaluate historic significance of resources within the project's APE, as described earlier in this chapter, for the purposes of CEQA compliance. Properties that are listed in local agency registers may be considered historical resources for the purposes of CEQA (Cal. Public Res. Code Section 21084.1), even if they are not found to be eligible for the NRHP. The CRHR criteria of eligibility are based on the NRHP criteria. Once the lead state agency determines a property to be eligible for the NRHP and the CRHR, the potential for the property to be affected by the project must be analyzed.

Based on the State CEQA Guidelines, the project would result in a significant impact on cultural resources if it would result in any of the following:

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

The State CEQA Guidelines use the following definitions to analyze impacts on historical or archaeological resources:

- *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 (Section 15064.5(b)(1)).
- The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its historic significance or justify its inclusion in, or eligibility for, the NRHP, CRHR, or local registers (Section 15064.5(b)(2)([A–C]).
- A substantial adverse change in the significance of a tribal cultural resource, defined in Cal. Public Res. Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Cal. Public Res. Code Section 5020.1(k); or
  - A resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Cal. Public Res. Code Section 5024.1.

In addition, Appendix G of the State CEQA Guidelines recommends an evaluation of whether the project would "cause a significant environmental impact due to a conflict with any land use plan,

policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect." Even when a project is inconsistent with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, CEQA is concerned with the physical environmental impacts that would result from the inconsistency and not the inconsistency itself. Whether the project would conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is discussed in each resource section of Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of this Draft EIR/EIS. There are no environmental impacts that would result from a conflict with plans, policies, or regulations adopted for the purpose of mitigating or avoiding an environmental impact.

3.17.6 Affected Environment

This section describes the affected environment for cultural resources in the APE including archaeology and built environment. This information provides the context for the environmental analysis and evaluation of impacts.

In accordance with PA Attachment C, HSR Program Documentation and Format Guidelines, the methodology for identification of historic properties includes the development of historic themes and contexts. Such contexts characterize the historical environment of the project APE and provide the baseline against which archaeological and historic built resources are evaluated for historic significance and integrity. The following historic contexts and resource typologies are summaries of those included in the Section 106 technical documents. The NRHP criteria (36 CFR Part 60.4) were used to evaluate the eligibility of resources within the project APE, as described in Section 3.17.2.1 for the purposes of NEPA and CEQA compliance. In addition, properties officially designated or recognized as historically significant by a local government, pursuant to a local ordinance or resolution, as historic or contributing to historic districts (Cal. Public Res. Code Section 5020.1(k)) were evaluated using the NRHP criteria. Such properties are presumed to be historically or culturally significant for the purposes of CEQA (Section 21084.1, Historical Resources Guidelines). In this case, if the Authority determined a resource did not meet NRHP criteria, the resource was still considered to be significant for the purposes of CEQA unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.

A summary of stakeholder issues and concerns from public outreach efforts can be found in Chapter 9, Public and Agency Involvement.

3.17.6.1 Overview of Archaeological Resources

There are nine archaeological resources in the APE that are eligible or treated as eligible, as listed in Table 3.17-9.

Table 3.17-9 Archaeological Resources within the Area of Potential Effects

Primary Number	Trinomial or Other ID	Resource Description	Age	NRHP/CRHR Eligibility Recommendation/Other Designation
P-19-000182	CA-LAN-182	Village of *Sejat* (multiple plotted locations)	Precontact	Unevaluated, presumed eligible under Criterion D,[1] per FOE (2020)
P-19-001575	CA-LAN-1575/H	Historic Chinatown, precontact Native American human remains and artifacts	Precontact, historic	D, 2D2, 03/09/2021, FTA100802A | 2S2, 09/27/2018, FRA_2016_0810_001
P-19-002121	CA-LAN-2121/H	Historic refuse deposit; precontact two pieces of debitage	Precontact, historic	Unevaluated, presumed eligible under Criterion D[1]

Primary Number	Trinomial or Other ID	Resource Description	Age	NRHP/CRHR Eligibility Recommendation/Other Designation
P-19-002770	CA-LAN-2770H	Historic refuse deposit	Historic	Unevaluated, presumed eligible under Criterion D[1]; per FOE (2020)
P-19-003073	CA-LAN-3073H	The Hobart Tower structure destroyed in 2019	Historic	Unevaluated, presumed eligible under Criterion D[1]
P-19-003683	N/A	Historic refuse deposit dating between 1880 and 1930s	Historic	Unevaluated, presumed eligible under Criterion D[1]
P-30-001712	CA-ORA-1712H	Historic refuse deposit	Historic	Unevaluated, presumed eligible under Criterion D[1]
P-30-001724	CA-ORA-1724/H	Historic refuse deposit, precontact debitage	Precontact, historic	Unevaluated, presumed eligible under Criterion D[1]
P-30-120020	N/A	Historic privies and refuse deposits	Historic	Unevaluated, presumed eligible under Criterion D,[1] phased study per FOE (2020)

All unevaluated archaeological sites are presumed eligible under Criterion D of the NRHP (36 CFR Part 60.4).
California Historical Resource Status Codes: 2D2 = Contributor to a district determined eligible for NRHP by consensus through Section 106 process; listed in the CRHR; 2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process; listed in the CRHR.
[1] Archaeological resources of the type included in this table (structural remains, refuse deposits, privies, and precontact debitage) are presumed eligible under Criterion D (potential to yield information). Based on professional practice and expertise, these types of resources typically fail to meet the other three significance criteria (A: associated with significant events; B: associated with significant persons; and C: embodying distinctive characteristics of a type, period, or period of construction or work of a master).
CFR = Code of Federal Regulations; CRHR = California Register of Historical Resources; FOE = Finding of Effect; ID = identification; N/A = not applicable; NRHP = National Register of Historic Places;

Precontact and Multicomponent Archaeological Resources

Precontact or protohistoric resources mapped in the project section APE include one ethnohistoric Gabrielino village (P-19-000182/CA-LAN-182) and three additional multicomponent resources (containing both precontact and historic-era archaeological deposits: P-19-001575, P-19-002121 and P-30-001724). P-19-001575 is a state-owned resource in Caltrans right-of-way. Refer to the ASR (Authority and FRA 2017); the *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1* (Authority and FRA 2019a); *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor* memorandum (Authority 2020b); and the *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR),* Addendum 2 (Shared Passenger Track Alternatives) (Authority 2025b) for a more in-depth discussion.

Historic Archaeological Resources

Historic-era archaeological resources mapped in the APE include five single-component historic-era resources (P-19-002770, P-19-003073, P-19-003683, P-30-001712, and P-30-120020) and the three multicomponent resources discussed above (P-19-001575, P-19-002121, and P-30-001724). These historic archaeological resources include refuse deposits and privies (outhouses). Refer to the ASR (Authority and FRA 2017); the *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1* (Authority and FRA 2019a); the *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum* (Authority 2019); the *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High- Speed Rail Passenger Rail Corridor* memorandum (Authority 2020b); *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum (Authority 2024), *Los Angeles to Anaheim Project*

Section Historic Architectural Survey Report (HASR), Addendum 1 (Shared Passenger Track Alternatives) (Authority 2025a); and the *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2* (Shared Passenger Track Alternatives) (Authority 2025b), for a more in-depth discussion.

Precontact Context

Precontact Setting

Precontact archaeological resources in California are places where Native Americans lived or carried out activities during the precontact period before 1769 A.D. The following summary of the prehistory of Southern California is based on Byrd and Raab (2007), which in turn is based on Erlandson and Colten's (1991:1–2) division of the Late Holocene into Early, Middle, and Late subdivisions.

Pleistocene (pre-11,550 Before Present)

Traditional models of California prehistory suggest that the state's first inhabitants were Paleo-Indian big-game hunters who ranged across North America during the closing phases of the last Ice Age (Fagan 2003; Moratto 1984; Wallace 1978). However, evidence for Paleo-Indian occupation of Southern California, particularly for coastal areas, remains scanty.

Early Holocene (11,550 to 7550 Before Present)

After this initial settlement, coastal groups gradually adopted marine foods such as shellfish and fish, particularly after post-Pleistocene sea level rise created estuaries and bays. In this context, shellfish were interpreted as a dietary staple; plant resources (including nuts and grasses) were also important, with hunting and fishing less important.

Middle Holocene (7550 to 3600 Before Present)

The Middle Holocene has been traditionally viewed as a time of transition, during which Early Holocene cultural adaptations were gradually modified into forms recognizable during the Late Holocene. Across much of central and Southern California, millingstone cultures appeared around 7950 to 6950 years before present. This adaptation focused on the collection and processing of small plant seeds and the hunting of a variety of small- and medium-sized game animals. This adaptive strategy, referred to as the Millingstone Horizon, is viewed as remaining unchanged for several thousand years. Traditional reconstruction of Middle Holocene occupation on the mainland has emphasized sizable, semisedentary populations focused around resource-rich coastal bays and estuaries.

Late Holocene (3600 Before Present to cal A.D. 1769)

Traditional models indicate that the Late Holocene was a time period during which cultural patterns and tribal groups observable by early Euro-American explorers and settlers emerged. Sometime after A.D. 500, the bow and arrow appeared, with ceramics adopted after A.D. 1000 at the start of (or during) the Late Precontact Period. Recent research has revealed that this period had more complex and dynamic regional and local patterns of change than was previously thought. For example, culture change may have been rapid rather than gradual, and periods of cultural stress were not limited to post-contact times but occurred periodically during the precontact era as well.

During this time period, hunter-gatherers in Southern California increasingly focused on smaller resources that generally occurred in greater amounts, often referred to as *resource intensification*.

Late Holocene settlement patterns are characterized by comparatively large residential camps linked to numerous ephemeral satellite sites. Site types include major residential bases, residential camps, and limited activity sites. The smaller sites were nonrandomly distributed, short-term encampments, some of which were dedicated to specialized subsistence tasks.

Ethnographic Setting

The project area lies within Gabrielino ethnographic territory. The Gabrielino occupied much of present-day Los Angeles and Orange Counties (McCawley 1996:3). The term Gabrielino refers to the Native American group historically associated with the San Gabriel Mission.

By 1500 before present, the Gabrielino had established permanent villages along rivers and streams (Bean and Smith 1978:540). Johnston (1962:123) observed that large Gabrielino village sites were at the mouths of canyons with flowing streams. McCawley (1996:26) suggests that permanent settlements were at the intersection of two or more environmental zones. Large, permanent villages were connected to smaller satellite villages through economic, religious, and social ties (Bean and Smith 1978:540).

The Gabrielino population at the time of European contact was estimated to reside in 50 to 100 villages, each with 50 to 100 inhabitants (Bean and Smith 1978:540). Site types included primary residential villages, hunting and gathering areas, ritual sites, and special use locations (McCawley 1996:25). In the Los Angeles Basin, significant food resources included acorns, sage, yucca, deer, numerous small rodents, cactus fruit, and a variety of plants, animals, and birds associated with freshwater marshes (McCawley 1996:26).

Gabrielino houses were domed, circular, thatched structures. Large structures could hold up to 50 people. Other structures included sweathouses, menstrual huts, and ceremonial enclosures (Bean and Smith 1978:542). The center of each community was occupied by an unroofed sacred enclosure known as the *yovaar* (Bean and Smith 1978:542; McCawley 1996:27).

Gabrielino material culture included steatite pipes, ritual objects, ornaments, cooking utensils, bedrock, and portable mortars, metates, mullers, mealing brushes, wooden stirrers, paddles, shell spoons, bark platters, wooden bowls, and ceramic vessels (Bean and Smith 1978:542). Tools included saws manufactured from deer scapulae, bone and shell needles, fishhooks and awls, scrapers, bone and shell flakers, wedges, flint and cane knives, and flint drills (Bean and Smith 1978:542). Basketry included mortar hoppers, plates, trays, winnowers, carrying and serving baskets, and storage baskets. Other utensils for food preparation included wooden food paddles, brushes, tongs, tweezers, and wooden digging sticks.

> *Descendants of the Gabrielino continue to reside in the area and maintain their cultural identity (King 2011:5; McCawley 1996:xv).*

Geomorphology of the Project Section

The APE extends across numerous geologic units, ranging from the Proterozoic eon (around 2,500 to 500 million years ago) to the recent age. Of these, only those formed around 13,000 years ago (Meltzer 2004, Rick et al. 2001) or later have the potential to contain buried archaeological resources. As a result, for the purposes of this study, geologic units are divided into two groups—those that formed prior to the period in which humans occupied North America (*Pre-Human Occupation*) and those that formed during the period in which humans occupied North America (*Human Occupation*). The former are considered to have low buried resource sensitivity, while the latter are considered to have high buried resource sensitivity. Refer to the ASR (Authority and FRA 2017), *Los Angeles to Anaheim Project Section Archaeological Survey Report Addendum 1* (Authority and FRA 2019a), *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum* (Authority 2019), and *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2020b) for a more in-depth discussion of the geomorphology of the project section.

Description of Previously Recorded Archaeological Resources

Based on the records search, numerous archaeological resources have been previously recorded within 0.25 mile of the APE. These resources include precontact shell and lithic scatters, historic refuse deposits, a section of cobblestone pavement, a concrete slab, a concrete culvert, brick foundations and structures, railroad tracks and a railroad siding, privy pits, a *zanja* (water ditch), and isolated historic artifacts.

Fourteen previously recorded archaeological resources are mapped within the archaeological APE (Table 3.17-9). One of the resources (P-19-001575/CA-LAN-1575) has been previously evaluated using the NRHP and CRHR significance criteria and determined eligible, five are

exempt under Attachment D of the Section 106 PA, and the remaining eight are unevaluated. Per SHPO consultation from December 15, 2020, these eight unevaluated resources will be evaluated in the future through phased identification efforts. Therefore, the eight unevaluated resources are treated for the purposes of this analysis as NRHP and CRHR eligible.

Anticipated Archaeological Resource Types

Historic-era archaeological resources in the northern portion of the project section could consist of significant deposits of Spanish colonial, Mexican, and early Anglo-American period artifacts (Dillon 1994:185; Warren et al. 2023:5). In addition, the area south of Los Angeles Union Station once featured the largest Chinatown in Southern California as evidenced by P-19-001575/CA-LAN-1575 (Dillon 1994:185).

Sejat, a previously recorded ethnohistoric Gabrielino village (P-19-000182/CA-LAN-182 and), is mapped in the project's APE. In addition, the precontact/Native American component of P-19-1575/CA-LAN-1575 includes a cemetery. Precontact artifact scatters, railroad-related features, privies (outhouses), and historic refuse scatters are also recorded as present. Other previously recorded precontact resources in the general study area consist of artifact scatters of shell or flaked stone.

In the city of Los Angeles, construction within the APE reflected on the Sanborn maps for the period from 1888 to 1906 included buildings housing various trades including the railroad, wood, coal, iron, oil, concrete, multistory tanks, ice, and cold storage facilities; a dried fruit packing house; and carpet cleaning services. The majority of these buildings no longer exist with the exception of the cold storage facilities. Most of the existing development consists of railroad tracks and yards, parking lots, industrial buildings, State Route 60, and Interstate 10.

From 1920 to 1950, buildings within the APE in Vernon, Los Angeles, and Commerce contained industrial and commercial enterprises including brick, marble, and tile manufacturers; railroad car repair shops; gas and oil companies; stock yards; foundries; and lumber mills. Existing buildings were built to accommodate various commercial and industrial businesses such as concrete/cement, automotive repair shops, welding businesses, iron and metal corporations, chemical plants, railroad tracks and yards, a restaurant, and miscellaneous municipal yards.

In Fullerton, buildings within the APE dating from 1890 to 1949 were primarily residential. Other buildings documented on the Sanborn maps for this period include hay and grain warehouses; fruit, vegetable, and nut packing houses; lumber mills; railroad depots; tracks and yards; a hotel; ice companies; gas and oil companies; miscellaneous municipal yards; livery and feed stables; and a general mercantile store. Many of these structures have been demolished and replaced with other buildings. Existing historic-age development reflected on the Sanborn maps includes parking lots/structures, automotive repair shops, and a food product supplier.

In Anaheim from 1888 to 1949, buildings within the APE included citrus fruit packing houses, oil companies, single-family houses, a railroad depot, lumber mills, and warehouses. These buildings have mostly been demolished and replaced with other structures. Existing development largely consists of residential housing, parking lots, and a park.

The APE primarily consists of the existing railroad alignment, which has been extant since approximately 1876. Overall, buildings, structures, and objects in the APE are primarily rail-related. In some cases, because new construction is proposed adjacent to the existing alignment, foundations of demolished industrial, residential, or railroad-related structures could be present. Because most of the APE has been redeveloped with new buildings, however, the likelihood of uncovering such resources is considered low. Overall, based on the nature of the structures that have been developed in the APE and the extent of ground disturbance involved in multiple waves of development along the rail corridor, the likelihood that eligible subsurface historic-era cultural resources are present in the APE is considered low.

The geoarchaeological analysis conducted for this project section indicates that approximately 81 percent of the geoarchaeological analysis zone contains sediments that have the potential to contain buried precontact archaeological resources. The geoarchaeological analysis zone

included the APE plus a 3,281-foot (1,000-meter) wide swath inclusive of the APE. The reason that such a large percentage of the geoarchaeological analysis zone has the potential for buried archaeological resources is that much of the area is composed of middle- to late-Holocene alluvium. The total number of precontact archaeological resources documented within the APE is inadequate to analyze whether they correspond with areas defined as having elevated buried resource sensitivity to a statistically significant extent. Also, not enough information was consistently available in the archaeological site records to determine whether the previously recorded sites have buried components.

3.17.6.2 Overview of Historic Built Resources

Historic Built Resources

As defined in Section 3.17.1, *historic built resources* are buildings, structures, objects, sites, and districts that were at least 50 years of age at the time of the survey. For project purposes there are two classes of historic built resources possessing historic significance: *historic properties* and *historical resources*. Historic properties are elements of the built environment that are listed in, or eligible for, the NRHP and historical resources are defined in the State CEQA Guidelines, specifically California Code of Regulations, Title 14, Section 15064.5. Historic properties are subject to NHPA Section 106 effect and NEPA impact analysis. Historical resources are subject to impacts analysis under CEQA.[6] These elements reflect important aspects of local, state, or national history. They can be buildings, structures, objects, sites (including landscapes), or districts. Examples of the types of historic properties (per the NRHP) or historical resources (per the State CEQA Guidelines) within the APE include a series of bridges over the Los Angeles River, railroad depots in population centers, railroad-related properties, channelized rivers, a transmission line, industrial buildings, institutional buildings, commercial buildings, a religious building, and residential historic districts.

Historic Context: Los Angeles and Orange Counties

Southern California has been recognized as a “distinct regional entity” since early Spanish colonization, when travelers recognized its unique climate and spectacular coastal topography. During the early American period, the area was referred to as the “Cow Counties” and then later “sub-tropical California.” According to historian Carey McWilliams (1946), “while no one has ever questioned that Southern California is a distinct regional entity, its boundaries have occasionally been misplaced.” In his preeminent study, *Southern California: An Island on the Land*, McWilliams (1946) defined “Southern California” as an area “part of Santa Barbara County (the portion south of Tehachapi), all of Ventura, Los Angeles, and Orange Counties, and those portions of San Bernardino, Riverside, and San Diego Counties ‘west of the mountains.’” McWilliams’ definition captures the world view of the period during which it was written and also provides insight into changes in the identity and physical boundaries of Southern California in the postwar era. Although the region has been historically dominated by the city of Los Angeles, first as a Spanish colonial outpost, then a Mexican town, and ultimately an American metropolis, cities in Orange County have grown in economic and cultural influence since World War II. The APE stretches from the city of Los Angeles to the city of Anaheim, passes through numerous other communities in Los Angeles and Orange Counties, and abuts the Los Angeles River, near the site of earliest contact and settlement in Los Angeles.

The Spanish motives for the colonization of California were related to competition between European nations for control of the new territory. The Spanish feared that the Russians or British would establish outposts near Mexico and wanted to control the California coast to protect Spain’s holdings (King 2011:14).

[6] Refer to Section 3.17.1.1 for definitions of “historic properties” under the NHPA and “historical resources” under CEQA.

The Spanish established their network of missions along the coast of California and forced colonized Native American populations to convert to Catholicism and provide labor for the missions. In 1821 Mexico won its independence from Spain and began to redistribute existing mission land holdings. By the end of the 1830s, the missions had been secularized and the government had demoted their status to that of parish churches. Civilians and former soldiers established ranchos on a growing number of sizable land grants carved from former mission properties. After the signing of the Treaty of Guadalupe-Hidalgo at the end of the Mexican-American War in 1848, all Mexican land in California transferred to the United States and all Mexican land claims were subject to United States land ownership laws. The discovery of gold by James W. Marshall that same year in the Sierra Nevada along the American River triggered a gold rush that brought tens of thousands of newcomers to California (Kropp 2006, Bean and Rawls 2003).

In 1850, California became a state and was subsequently divided into 27 counties, including Los Angeles County. The new county's official boundaries included the land grant ranchos, the Pueblo, and unincorporated land that consisted of 4,340 square miles and extended from Santa Barbara to San Diego. As Mexican rule transitioned to American rule, prominent *Californio* landholders were forced to defend their title claims. Don Abel Stearns, the largest landowner and cattle rancher in Southern California, and his wife, Arcadia Bandini, represented the pinnacle of Los Angeles *Californio* society. The couple hosted salons in their Main Street adobe, known as "El Palacio de Don Abel." In 1858, Stearns built the first brick commercial building in Los Angeles, the "Arcadia Block," named for his wife (Pitt and Pitt 1997:484). Stearns lost most of his fortune after a drought decimated the cattle industry in the 1860s and forced him to sell his land. However, his wife's assets remained separate as a result of property rights accorded to married women under Mexican law. On Arcadia Bandini's death, she left one of the largest fortunes in Southern California history. Her rancho, La Laguna, a portion of the Rancho San Antonio originally granted to Antonio Maria Lugo, became the present-day communities of Montebello, Pico Rivera, and Vernon, in the APE (Clary 1966:208–209, 215, 222).

The land that now composes Pico Rivera was once called *Sejat* by Native American tribes because it was known to be the area where the world began (County of Los Angeles Public Library 2016). The communities that became the city of Pico Rivera were established in the 1870s as the communities of Pico and Rivera when the Atchison, Topeka and Santa Fe Railroad (AT&SF) and Union Pacific Railroad (UPRR) completed rail lines throughout the area. On fertile land between the Rio Hondo and San Gabriel Rivers, the area became known for its citrus, avocado, and walnut groves.

Pico and Rivera remained small agricultural towns until after World War II. After the war, the demand for housing attracted developers to the peaceful, undeveloped area. In the 1950s, large parcels of land were developed with tract homes. Schools, churches, and commercial enterprises were established to meet the needs of new residents. The subdivisions filled the area and drew the older neighborhoods of Pico and Rivera closer together. For many years, Ford Motor Company operated an auto assembly plant in Pico Rivera. It later was used by Northrop Corporation for its aircraft group (New York Times 1982).

Today more than 10 million people call Los Angeles County home, residing in 88 cities and approximately 140 unincorporated areas (County of Los Angeles 2016). Los Angeles County continues to be an industrial and financial giant, and it is one of the most culturally and ethnically diverse communities in the world.

The first Spanish colonial settlement in what would become Orange County occurred in 1775. That year, Father Fermín de Lasuén founded Mission San Juan Capistrano. Formed of temporary buildings along San Juan Creek, the new mission was quickly abandoned when news arrived of the Tipai Native American revolt at Mission San Diego. Re-established by Father Serra in 1876, Mission San Juan Capistrano grew rapidly and eventually laid claim to the most elaborate of the mission churches to be built in California. Built during the years from 1797 to 1806, the stone church was destroyed by an earthquake in 1812; the collapse of the church's domed roof killed 40 people inside the building. Following the disaster, the mission residents reoccupied the original

adobe church and reused much of the rubble and the church bells in subsequent building projects. The surviving church walls would remain standing as an iconic remainder of the most important colonial-era building built in what would become Orange County (Kimbro et al. 2009:194).

Nearer to the APE, in 1810 the Spanish government granted the 83,000-acre *Rancho Santiago de Santa Ana* to José Antonio Yorba and his nephew, Juan Pablo Peralta. Nearly a decade earlier, Yorba's grandfather, Juan Pablo Grivala, had secured grazing rights to the area and built an adobe on the land. Yorba, Peralta, and members of their families built a number of adobes over the next several decades, including several in the vicinity of Olive, which would later evolve into the city of Santa Ana. The far southeastern end of the APE is within land that was part of Rancho Santiago de Santa Ana. In 1837, Governor Juan Alvarado awarded Juan Pacífico Ontiveras the 31,501-acre land grant that came to be known as *Rancho San Juan Cajon de Santa Ana*, which was northeast of *Rancho Santiago de Santa Ana*. Members of the Ontiveras family maintained possession of the rancho into the American period. In 1857, a group of German immigrants who came to the region via San Francisco purchased a fertile 1,165-acre portion of the rancho on the western side of the Santa Ana River, and there established the settlement that would evolve into the city of Anaheim. The city of Fullerton would also take shape within the historical boundaries of *Rancho San Juan Cajon de Santa Ana* (Hoover et al. 2002:265–267).

Early residents in these areas agitated for more than 20 years to separate from Los Angeles County but faced powerful resistance from influential Los Angeles business leaders. William H. Spurgeon, who founded Santa Ana, and James McFadden, who co-developed the wharf that gave birth to Newport Beach, undertook to lobby the California legislature on behalf of a new county in 1889. Spurgeon and McFadden cultivated support from sympathetic members of the legislature who resided in other sparsely populated regions of California, and from San Francisco Bay Area legislators who perceived Los Angeles as an emerging rival city. On August 1, 1889, the California legislature passed the "Act to Create the County of Orange." Residents of the new county chose Santa Ana as the county seat (Armor 1921:33–34). By the time Orange County was created, railroad development had already produced a boom-to-bust cycle of real estate speculation in Southern California, but had also provided for the growing city of Los Angeles and surrounding agricultural areas to form the beginnings of a metropolitan area that would challenge San Francisco and the Bay Area for the title of leading regional California economy.

Construction of the first railroads in Los Angeles, the Los Angeles and San Pedro Railroad and the Los Angeles and Independence Railroad, began in the late 1860s to link central Los Angeles with coastal communities to the south and west. Phineas Banning built the Los Angeles and San Pedro Railroad line from a depot at Alameda and Commercial Streets in Los Angeles to the wharf he owned in Wilmington to ship goods between the two locations. Financed with bonds from the City and County of Los Angeles, Banning's transportation improvements marked the beginning of Los Angeles's rise as a regional economic center and attracted the attention of the Southern Pacific Railroad (Southern Pacific). In 1872, after much public debate, the City of Los Angeles voted to award the Southern Pacific "almost complete control over all shipping in and out of Los Angeles, including ownership of the Los Angeles & San Pedro Railroad" (Myra Frank and Associates 1993). Voters and officials entered this quid pro quo agreement to ensure that the Southern Pacific would build its transcontinental connection from Lathrop south to Southern California through the city of Los Angeles. The monopolistic Southern Pacific completed that line in 1876 and also built a branch line from Los Angeles to Anaheim in the vicinity of the APE, and built numerous other interconnecting branch lines in Southern California (Guinn 1915:222).

Southern Californians' hopes for a viable challenge to the Southern Pacific monopoly were realized during the 1880s. In 1879, after years of economic depression, the AT&SF acquired a controlling interest in the Atlantic and Pacific Railroad, which it used to develop a transcontinental connection to Southern California. By 1885 the AT&SF and its subsidiary, the California Southern, had completed the transcontinental line from Arizona west to San Bernardino and south to San Diego. Subject to washouts in Temecula Canyon, in particular, the interior California Southern line from San Bernardino to San Diego was eventually replaced with a coastal line,

stretching south from Santa Ana. The AT&SF developed that coastal line along with branch connections between San Bernardino and Los Angeles through the San Gabriel Valley, between San Bernardino and Santa Ana, and between Los Angeles and Santa Ana. The majority of the study area is formed by the railroad line between Santa Ana and Los Angeles, which the Riverside, Santa Ana and Los Angeles Railway Company, an AT&SF subsidiary, built in 1887 to 1888 (Guinn 1915:222–223; Lyman 1988:94–107). This railroad line is now part of the BNSF Railway system.

Railroad and other late nineteenth-century development transformed the area in and around the far northwestern portion of the study area within the city of Los Angeles. Immediately north of the study area, the Southern Pacific and the AT&SF built major depots and rail yards, and the UPRR would follow suit in 1905 by developing an additional major depot and yards. East of the Los Angeles River, Boyle Heights became one of Los Angeles' earliest residential suburbs. Along the river flats and areas farther west of Boyle Heights, 1880s and 1890s development began to transform an area once dominated by grape orchards into a district with a mix of agricultural, industrial, and working-class residential uses that would grow increasingly industrial after the turn of the century (Architectural Resources Group 2014:11–12; Los Angeles Conservancy 2013).

Southeast of Los Angeles, the boom generated development mainly in established towns, among which only Anaheim was along the study area. No enduring new towns were laid out along the corridor as a result of the boom except for Fullerton. Although many tracts established at Fullerton were not developed until decades later, the town gradually became a center of citrus production and shipping, as well as an important stop on the AT&SF's "Kite-Shaped Track" route. Named for a popular nineteenth-century figure-eight horseracing track, the AT&SF's Kite-Shaped Track (also known as the "The Loop") was the product of the company's railroad development beginning in the 1880s through the San Gabriel Valley, the San Bernardino Valley, Riverside, the Santa Ana Valley, and northern Orange County. Using colorful promotional imagery of expansive citrus groves surrounded by picturesque mountains, the AT&SF successfully marketed the line as a recreational excursion for residents and tourists through landscapes east of urbanizing Los Angeles that became Arcadian icons of turn-of-the-century Southern California. The popularity of the Kite-Shaped Track began to decline after 1910, when the AT&SF built the "Fullerton Cutoff," which comprises the southeasternmost 1.5-mile segment of the study area. As weekend automobile excursions began to replace recreational railroad travel, the Kite-Shaped Track faded into obscurity. Over the course of the twentieth century, the abundant citrus groves and crop fields cultivated along the Kite-Shaped Track portion of the study area would be transformed into densely developed industrial zones and residential tracts (Dumke 1994:106; ICF 2014; Ballester and Tang 2002).

Types of Historic Built Resources

The project section uses an existing railroad corridor, so the types of built resources within the APE are the typical types one would expect to find: railroad depots, tracks, junctions, a watchman's tower, and other railroad-related buildings; industrial buildings that would receive supplies and export goods via the railroad; bridges that provide grade separation over the railroad; and citrus packing plants. Railroad-related and industrial-type buildings are predominantly found in the northern two-thirds of the APE. The types of built resources in the southern third of the APE have a more residential character, because the project section traverses a series of neighborhoods.

The 2024 APE is provided in the *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum (Authority 2024).

Description of Historic Built Resources in the Area of Potential Effects

Extant built-environment resources in the APE that were 50 years old or more at the time of the survey conducted were evaluated using the NRHP and CRHR significance criteria, and in compliance with the PA (Authority and FRA 2011), its attachments, and subsequent guidance. The evaluation of these resources can be found in the following documents:

- HASR (Authority and FRA 2019b)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum* (Authority 2019)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2020b)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2022b)
- *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives)* memorandum (Authority 2024) as required by the Section 106 PA (Authority and FRA 2011)

The *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR),* Addendum 1 (Shared Passenger Track Alternatives) (Authority 2025b) updated the baseline year to account for all properties built through 1973.

There are 27 listed or eligible Section 106 historic properties. Of the 27 eligible resources, 8 were listed in the NRHP and CRHR, 10 were previously determined eligible for listing on the NRHP and listed in the CRHR, 7 were determined eligible for the NRHP and listed on the CRHR as a result of this study, and 2 were assumed NRHP eligible as a result of this study. Previously listed or previously determined eligible properties were field verified to check their current level of historic integrity and document changes since they were originally recorded. These 27 properties are also considered to be historical resources for the purposes of CEQA. Evaluated architectural resources determined ineligible for listing in the NRHP or found ineligible for the CRHR are not addressed in the Draft EIR/EIS.

Additionally, eight resources are ineligible for the NRHP but are listed on the CRHR or officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. Unless the preponderance of the evidence demonstrates that such resources are not historically or culturally significant, they are considered historic resources for the purpose of CEQA. The 27 NRHP-listed or eligible historic properties and eight CEQA-only resources are listed in Table 3.17-10 from north to south within the APE, followed by a brief significance summary for each resource.

Table 3.17-10 Significant Built Resources

Map ID #	APN	Resource Name and Address (Year Built)	City County	NRHP/CRHR Listing/Eligibility Status	NRHP/CRHR Eligibility Criterion
8	53C-1166	1st St Bridge over Los Angeles River (1929)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
18	N/A	Los Angeles River (1938–1941; 1946: recorded segments)	Los Angeles Los Angeles	Presumed NRHP eligible for this project. Presumed CRHR eligible.	A/1, C/3

Map ID #	APN	Resource Name and Address (Year Built)	City County	NRHP/CRHR Listing/Eligibility Status	NRHP/CRHR Eligibility Criterion
16	53C-0044	4th St Bridge over Los Angeles River (1931)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
87	53C-1321	7th St Bridge over Los Angeles River (1927)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
162	53C-0163	Olympic Blvd (9th St) Bridge over Los Angeles River (1925)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
3967	5168002800	Southern California Gas Company Complex (1932–1936)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
3968	5168001004	Southern California Gas Company Administration Building, 1700 S Santa Fe Ave (1923)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
187	53C-1375	Washington Blvd Bridge over Los Angeles River (1931)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	C/3
157	5168011905	AT&SF Railway Steam Locomotive No. 3751, 2435 E Washington Blvd (1927)	Los Angeles Los Angeles	Listed on the NRHP. Listed on the CRHR.	A/1, C/3
153	5168011905	AT&SF Railway Redondo Junction Yard (Historic District), 2435 E Washington Blvd (circa 1913–1924)	Los Angeles Los Angeles	Previously determined NRHP eligible. Listed on the CRHR.	A/1, C/3
635	6334005014	Shrimpton Manufacturing and Supply Company, 2700 S Eastern Ave (1947)	Commerce Los Angeles	Determined NRHP eligible as a result of this project. Listed on the CRHR as a result of this project.	C/3
643	6334005013	Western Waxed Paper Company, 2620 Commerce Way (1948)	Commerce Los Angeles	Determined NRHP eligible as a result of this project. Listed on the CRHR as a result of this project.	C/3
3208	N/A	Rio Hondo (1954)	Pico Rivera Los Angeles	Presumed NRHP eligible for this project. Presumed CRHR eligible for this project.	C/3

Map ID #	APN	Resource Name and Address (Year Built)	City County	NRHP/CRHR Listing/Eligibility Status	NRHP/CRHR Eligibility Criterion
829	9369003273	Boulder Dam–LA 287.5-kV Transmission Line, eastern shoulder of the Rio Hondo River through the APE (1936–1953)	Pico Rivera Los Angeles	Listed on the NRHP. Listed on the CRHR.	A/1, C/3
2226	03025201	Val-Vita Headquarters, 1747 W Commonwealth Ave (1939)	Fullerton Orange	Determined NRHP-eligible as a result of this project. Listed on the CRHR as a result of this project.	C/3
2227	03028048/ 03029021	Hunt Foods and Industries Office and Library, 1645 W Valencia Dr and 201 S Basque Ave (1962)	Fullerton Orange	Determined NRHP eligible as a result of this project. Listed on the CRHR as a result of this project.	A/1, C/3
4062	03216012	St. Mary's Catholic Church, 336 W Commonwealth Ave (1970)	Fullerton Orange	Determined NRHP eligible as a result of this project. Listed on the CRHR as a result of this project.	C/3
4053	03216005	Amerige Brothers' Realty Office, 340 W Commonwealth Ave (circa 1887)	Fullerton Orange	Determined NRHP eligible as a result of this project. Listed on the CRHR as a result of this project.	A/1[1]
4144	03225118	Elephant Packing House, 201 W Truslow Ave (1924)	Fullerton Orange	Listed on the NRHP. Listed on the CRHR.	A/1, B/2
2467	03225144	Fullerton Ice Company, 112 E Walnut Ave (1910)	Fullerton Orange	Determined NRHP eligible as a result of this project. Listed on the CRHR as a result of this project.	A/1
2463	03303013	Fullerton Union Pacific Railroad Depot, 100 (110) E Santa Fe Ave (former 105 W Truslow Ave) (1923)	Fullerton Orange	Listed on the NRHP. Listed on the CRHR.	A/1, C/3
2466	03303104	Fullerton Odd Fellows Temple, 112–114 E Commonwealth Ave (1927)	Fullerton Orange	Listed on the NRHP. Listed on the CRHR.	A/1
2478	03303136	Pacific Electric Railway Depot, 128 (136) E Commonwealth Ave (1918)	Fullerton Orange	Previously determined NRHP eligible. Listed on the CRHR.	A/1, C/3

Map ID #	APN	Resource Name and Address (Year Built)	City County	NRHP/CRHR Listing/Eligibility Status	NRHP/CRHR Eligibility Criterion
2486	03303017, 03303018	Santa Fe Railway Passenger and Freight Depot, 140 E Santa Fe Ave (1930)	Fullerton Orange	Listed on the NRHP. Listed on the CRHR.	A/1, C/3
2487	03303201	Fullerton Post Office, 202 E Commonwealth Ave (1938)	Fullerton Orange	Listed on the NRHP. Listed on the CRHR.	C/3
2851	03715011	Union Pacific Railroad Depot, 100 S Atchison St (1923, relocated 1991)	Anaheim Orange	Previously determined NRHP eligible. Listed on the CRHR.	A/1[2]
2782	Multiple APNs	Kroeger-Melrose Historic District, Olive, Kroeger, Melrose, Broadway, and Philadelphia Streets (1904–1920)	Anaheim Orange	Listed on the NRHP. Listed on the CRHR.	A/1, C/3
CEQA-Only Historical Resources					
4067	03224124	Fullerton Dye Works, 229 W Santa Fe Ave (1922, 1928–1929)	Fullerton Orange	Fullerton landmark.	N/A/3
4068	03224117	Sanitary Laundry Building, 227 W Santa Fe Ave (1928)	Fullerton Orange	Fullerton landmark.	N/A/3
4078	03224218	John Reeder Gardiner Building, 125 W Santa Fe Ave (1922)	Fullerton Orange	Fullerton landmark.	N/A/3
4079	03224219	Ellingson Building, 119 W Santa Fe Ave (1921)	Fullerton Orange	Fullerton landmark.	N/A/3
2468	03303105	Wilson Building, 118 E Commonwealth Ave (1927)	Fullerton Orange	Fullerton landmark.	N/A/3
4082	03309110	Miller Manufacturing Building, 343 E Santa Fe Ave (1928)	Fullerton Orange	Fullerton landmark.	N/A/3
2617	Multiple APNs	Historic Palm District, approximately La Palma Ave, Harbor Blvd, North St, and the BNSF right-of-way (circa 1900–1940)	Anaheim Orange	Fullerton landmark.	N/A/3
2869	Multiple APNs	Anaheim Colony Historic District, North, South, East, West Streets (1857–circa 1940)	Anaheim Orange	Fullerton landmark.	N/A/1

[1] Amerige Brothers' Realty Office has been moved from its original location. It was found NRHP eligible under Criteria A/1 and meets NRHP Special Criteria Consideration B for Moved Properties.
[2] The Union Pacific Railroad Depot in Anaheim has been moved from its original location. It was found NRHP eligible under Criteria A/1 and meets NRHP Special Criteria Consideration B for Moved Properties.

APE = Area of Potential Effects; APN = Assessor's Parcel Number; AT&SF = Atchison, Topeka, and Santa Fe; BNSF = BNSF Railway; CEQA = California Environmental Quality Act; CRHR = California Register of Historical Resources; HSR = high-speed rail; ID = identification; kV = kilovolt; LA = Los Angeles; N/A = not applicable; NRHP = National Register of Historic Places

First Street Bridge

The First Street Bridge (Figure 3.17-2, Map ID #8) in Los Angeles spans the Los Angeles River from approximately Mission Road at the east to Vignes Street at the west. It was previously determined eligible for inclusion in the NRHP at the local level of significance under Criteria C, and its area of significance is architecture.[7] Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1929, which is also the First Street Bridge's completion year. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criteria 3. It was also listed as a City of Los Angeles Historic Cultural Monument (HCM) on January 30, 2008 as HCM #909. In 2011, the First Street Bridge was widened by 26.3 feet and the railings strengthened. Contributing elements include the reinforced-concrete, open-spandrel viaduct and the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wing walls. In addition, the character-defining features of this Neo-Classical bridge include the 10 monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and finally the arched railing and lighting standards, which comprise a base, pole, and double-acorn luminaire. Noncontributing elements include the current blacktop deck material and a concrete center median that was added for the Los Angeles County Metropolitan Transportation Authority Gold Line light rail system, along with its elevated electrical cable infrastructure. The entire length of the First Street Bridge is present in the APE. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." The First Street Bridge is a historic property for Section 106 purposes, a cultural resource under NEPA, and a historical resource under CEQA.

[7] *Level of significance* is defined as the "geographic level—local, state, or national—at which a historic property has been evaluated and found to be eligible." *Local significance* is defined as the "importance of a property to the history of its community, such as a town or county" (NPS 1997a:Appendix IV:2). *Area of significance* is the "aspect of historic development in which a property made significant contributions for which it meets the [NRHP] criteria, such as agriculture or politics/government" (NPS 1997a:Appendix IV:1).



Figure 3.17-2 First Street Bridge (camera facing northwest)

Los Angeles River

An approximately 2.3-mile segment of the 52-mile-long Los Angeles River channel is present within the APE in Los Angeles (Figure 3.17-3, Map ID #18). For the purposes of the current analysis, the evaluated 2.3-mile river segment within the APE is presumed eligible for the NRHP/CRHR under Criteria A/1 and C/3. Its areas of significance are community planning and development, in addition to engineering, as part of a larger historic property or district formed of the Los Angeles River channel and possibly other flood control structures. The modern, concrete, engineered Los Angeles River was built from 1935 to 1959, its presumed period of significance. It is the premiere symbol of the U.S. Army Corps of Engineers Los Angeles District's extensive Los Angeles County Drainage Area plan. The construction of the modern engineered Los Angeles River channel was one of the largest projects undertaken by the U.S. Army Corps of Engineers effort in the American West. Although many environmentalists view the engineered Los Angeles River as a great mistake and seek to restore it to a more natural preconstruction state, others view the resource as masterwork of modern engineering and flood control works, including the American Society of Civil Engineers Southern California Section. From either perspective, the creation of the modern Los Angeles River constitutes an important event in the history of Los Angeles and the Southern California region. The 2.3-mile segment within the APE has the following character-defining features: concrete channel base, angled concrete embankments, or vertical concrete walls with steel sheathing. The segment extends from the First Street Bridge south approximately to a point between 25th and 26th Streets in the city of Los Angeles. The segment's width boundaries within the APE are the channel tops, most of which are lined with chain-link fences or approximately 4-foot-high vertical retaining walls topped by chain-link fences. It is treated here as a historic property for Section 106 purposes, a cultural resource under NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-3 Los Angeles River at Fourth Street Bridge (camera facing south)

Fourth Street Bridge

The Fourth Street Bridge (Figure 3.17-4, Map ID #16) in Los Angeles spans the Los Angeles River from Anderson Street at the east to Molino Street at the west. It was previously determined eligible for inclusion in the NRHP at the local level of significance in 1986 under Criteria C, and its areas of significance are architecture and engineering. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1930, which is also the Fourth Street Bridge's completion year. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criteria 3. The Fourth Street Bridge features a Gothic Revival design, and contributing elements include: ornamental pylons having lancet arched openings, decorative bronze lanterns, pointed arched pilasters and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a noncontributing design element. The entire length of the Fourth Street Bridge is present in the APE. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." The Fourth Street Bridge is a historic property for Section 106 purposes, a cultural resource for NEPA, and a historical resource under CEQA.



Figure 3.17-4 Fourth Street Bridge (camera facing southwest)

Seventh Street Bridge

The Seventh Street Bridge (Figure 3.17-5, Map ID #87) in Los Angeles spans the Los Angeles River from approximately Myers Street at the east to Santa Fe Avenue at the west. It was previously determined eligible for inclusion in the NRHP in 1986 under Criterion C at the local level of significance, and its areas of significance are architecture, plus community planning and development. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1927, which is also the Seventh Street Bridge's completion year. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. Contributing elements include assimilation of pre-existing 1907 bridge; decorative spindle railing, concrete pylons with molded inset paneling each supporting a centered bronze mast and two symmetrically placed bronze luminaires with acorn finials; and secondary light fixtures of double luminaires attached to a concrete mast atop a base that features multiple inset panels. The current blacktop deck material is a noncontributing design element. The entire length of the Seventh Street Bridge is present in the APE. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." The Seventh Street Bridge is a historic property for Section 106 purposes, a cultural resource under NEPA, and a historical resource under CEQA.



Figure 3.17-5 Seventh Street Bridge (camera facing southwest)

Olympic Boulevard (Ninth Street) Bridge

The Olympic Boulevard (Ninth Street) Bridge (Figure 3.17-6, Map ID #162) in Los Angeles spans the Los Angeles River from Rio Vista Avenue at the east to Santa Fe Avenue at the west. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C, and its area of significance is engineering. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1925, the year of the bridge's completion. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. Contributing elements include Beaux-Arts detailed ornamental pylons having triglyphs, metopes, and dentil molding, topped with a bracket molded base on which is a centered, finial-capped mast from which symmetrically extend four torch-like bronze luminaries each underscored at their armatures with floral bracketing and bud-like drop finials; turn spindle railing with a periodic circle motif within which is diagonally inset a semi-abstract bud-like double motif akin to nearby spindles but possessing a mantling quality; and molded railing with small, periodic piers. Many of these design elements appear to have recently been restored following the Secretary of the Interior's Standards for Rehabilitation. The current blacktop deck material is a noncontributing design element. The entire length of the Olympic Boulevard Bridge is present in the APE. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." The Olympic Boulevard (Ninth Street) Bridge is a historic property for Section 106 purposes, a cultural resource for NEPA, and a historical resource under CEQA.



Figure 3.17-6 Olympic Boulevard (Ninth Street) Bridge (camera facing northeast)

Southern California Gas Company Complex

The Southern California Gas Company Complex (Figure 3.17-7, Map ID #3967) in Los Angeles consists of four buildings built during the years from 1932 to 1936: the Office and Lab building, Auto Service and Gas Station building, Weigh Station, and Shop building. The complex was previously determined eligible for the NRHP with SHPO concurrence in 1989, at the local level of significance under Criterion C. Its area of significance is architecture, with a 1919 to 1936 period of significance that reflects the date that Southern California Gas Company first began to operate from the legal parcel boundary through the complex's most recently built building. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. The Office and Lab building and the Shop building display elements of the Spanish Colonial Style architecture, and the Auto Service and Gas Station building is an example of Streamline Moderne architecture. Contributing elements consist of the four buildings in the complex boundaries. Only the Shop building could be observed from the public right-of-way. The Shop building's character-defining features include its two front gables over a rectangular plan, stucco cladding, loading bays with metal roll-up doors, multilight windows (one has been painted over), pilasters, and medallions in the gable end. Noncontributing elements consist of the eight other buildings on the parcel not within the historic property boundary. The historic property boundary is the rectangular area of the larger parcel that encompasses the four buildings, extending from the southern elevation of the Shop building to the northern elevation of the Office and Lab building, with a width equivalent to the Shop building footprint. The complex is a historic property for the purposes of Section 106, a cultural resource for NEPA, and a historical resource under CEQA.



Figure 3.17-7 Southern California Gas Company Complex Shop building (camera facing northwest)

Southern California Gas Company Administration Building

The Southern California Gas Company Administration Building (Figure 3.17-8, Map ID #3968) in Los Angeles was previously determined eligible for listing in the NRHP with SHPO concurrence in 1989, at the local level of significance under Criterion C. Its area of significance is architecture and its period of significance is 1923, the year of its construction. Because the property was determined eligible for the NRHP with SHPO concurrence, it is listed on the CRHR under Criterion 3. This building is an important example of the work of the prominent Los Angeles architectural firm Curlett and Beelman. Character-defining features consist of the building's rectangular plan and four-story plus basement height; piers; sawtooth roof; minimal classical detailing around the two west-facing entrances; medallions on the primary elevation that depict gas-related infrastructure and the year build date; and multilight steel windows all four elevations, including three-story-tall windows along the primary (western) elevation and the northern elevation. Noncontributing elements include a mural along the building's south elevation. The historic property boundary is the building footprint. The Southern California Gas Company Administration Building is a historic property for the purposes of Section 106, a cultural resource for NEPA, and a historical resource under CEQA.



Figure 3.17-8 Southern California Gas Company Complex Administration Building (camera facing southeast)

Washington Boulevard Bridge

The Washington Boulevard Bridge (Figure 3.17-9, Map ID #187) in Los Angeles spans the Los Angeles River from west of Perrino Place (on the east) to east of 23rd Street (on the west). It was previously determined NRHP eligible in 1986 at the local level of significance under Criterion C, and its areas of significance are architecture and engineering, plus community planning and development. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1931, which is also the year of its completion. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. A relatively short bridge spanning only the Los Angeles River channel itself and designed by City Bridge Engineer Merrill Butler, the Washington Boulevard Bridge is a five-span T-girder bridge with City Beautiful *Beaux-Arts* design elements. Character-defining features include cornice molded pylons at either end having wraparound, bas-relief terra cotta frieze-work depicting the people who built the bridge; pylons topped with decorative bronze lanterns set on molded plinths flanked by concrete volutes; pronounced concrete channel walls; and decorative pole light standards topped with acorn globes each placed on periodic molded bases present within decorative railing having punchout openings. The entire length of the Washington Boulevard Bridge is present within the APE. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." The Washington Boulevard Bridge is a historic property for Section 106 purposes, a cultural resource under NEPA, and a historical resource under CEQA.



Figure 3.17-9 Washington Boulevard Bridge. Left—overview (camera facing southeast); right—pylon detail (camera facing upward, northwest)

Atchison, Topeka, and Santa Fe Railway Steam Locomotive No. 3751

AT&SF Steam Locomotive No. 3751 (Figure 3.17-10, Map ID #157) in Los Angeles is an oil-burning steam locomotive built in May 1927 by the Baldwin Locomotive Works in Philadelphia, Pennsylvania. It is individually listed on the NRHP and CRHR under Criteria A/1 and C/3 at the national level of significance. Its areas of significance are transportation and engineering. The period of significance for the object is 1927 to 1953. Originally built to burn coal, the locomotive was converted to oil-burning technology in December 1936 at the AT&SF shops in San Bernardino, California. The locomotive was rebuilt again in 1941. A movable resource, AT&SF 3751 is assumed to be currently stored in a shed at the NRHP-eligible Redondo Junction Yard at 2435 E Washington Boulevard/2550 Butte Street (Map ID #153). The engine is a noncontributing element of the Redondo Junction Yard; it is only eligible individually. The engine is the oldest surviving example of a “4-8-4,” a particular type of steam locomotive. 4-8-4 refers to the locomotive’s wheel arrangement. The locomotive was produced by what was then the largest steam locomotive fabricator in the world. Its character-defining features are the 4-8-4 wheel arrangement, the steel body, and other materials that compose the locomotive. For project purposes, the historic boundary of AT&SF Railway Steam Locomotive No. 3751 is the footprint of the shed in which the locomotive is assumed to be currently stored. It is a historic property for the purposes of Section 106, a cultural resource under NEPA, and a historical resource under CEQA.



Source: Drew Jackisich via Wikimedia Commons, the free media repository. May 2010

Figure 3.17-10 Atchison, Topeka and Santa Fe Railway Steam Locomotive No. 3751 (camera facing north)

Atchison, Topeka, and Santa Fe Railway Redondo Junction Yard District

The AT&SF Redondo Junction Yard District (Figure 3.17-11, Map ID #153) in Los Angeles was previously determined NRHP eligible under Criteria A and C on July 19, 1994, as part of a Federal Highway Administration Alameda Corridor Determination of Eligibility. The district's areas of significance are transportation, in addition to architecture and engineering. The Redondo Junction Yard District's period of significance, as identified in the 1994 evaluation, is 1893 to 1929. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criteria 1 and 3. The district's eligibility was based on its status as one of the last operating train junctions in the western United States to feature a roundhouse, watchman's tower, and offices that housed both the master train mechanic and locomotive supervisor. Since 1994 the roundhouse has been demolished but its turntable remains. In addition, the NRHP-listed AT&SF 3751 locomotive (Map ID #157), which is a noncontributing element of the yard, is assumed to be stored in a nonhistoric shed at Redondo Junction. The district's historic property boundary is coincident with the building plans and intervening spaces and tracks between these three buildings. Also included are the radiating tracks northeast of the former roundhouse. The district is a historic property for Section 106, a cultural resource under NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-11 Atchison, Topeka and Santa Fe Railway Redondo Junction Yard District: Office Building (camera facing east)

Shrimpton Manufacturing and Supply Company

The Shrimpton Manufacturing and Supply Company (Figure 3.17-12, Map ID #635) in Commerce is an irregular plan industrial building having Late Moderne design elements on its primary, street-facing northern and western elevations. It is eligible for the NRHP and CRHR at the local level of significance under Criteria C and 3, respectively. Its area of significance is architecture. The property's period of significance is 1948, the year of its construction. Its character-defining features include metal-frame ribbon windows set in deep bezels, glass block, and a prominent, bezel-framed entry parapet itself having Roman brick cladding, gold anodized doorframes, and travertine veneer. It also includes the landscape in front of the office portion of the industrial building. The NRHP-eligible historic property boundary is the 1948 building and landscape footprint, which contain the design features that render the building NRHP eligible. It does not include the southeastern area of the parcel. The building is a historic property under Section 106, a NEPA cultural resource, and a historical resource under CEQA.



Figure 3.17-12 Shrimpton Manufacturing and Supply Company (camera facing southwest)

Western Waxed Paper Company

An exceptionally large complex featuring combined warehouse and office portions, the 1948 Western Waxed Paper Company building (Figure 3.17-13, Map ID #643) in Commerce is a significant example of a Late Moderne styled post-World War II industrial property. It is eligible for the NRHP and CRHR at the local level of significance under Criteria C and 3, respectively. Its area of significance is architecture. The property's period of significance is its build year, 1948. The property's street-facing elevations read as an asymmetrical but highly composed total design, of one- and two-story elements, of protruding and receding massing, itself of varying geometries—some set back from a frontal, lawn-covered landscape having mature tree specimens. Character-defining features include a two-story bezel-boxed massing with cutaway square openings; asymmetrically composed front elevation with bezeled balconet counter-balanced by inset, steel-frame, fixed, full-height window glazing and stacked Roman brickwork; architecturally integrated Roman brick planters; a low-rise, extended isosceles cantilever framing a pedestrian walkway and connected to a carport; and long, set-back massing having a continuous grid of fixed aluminum windows. The historic boundary includes the building footprint as built in 1948, an early 1960s-era warehouse addition, and landscape elements near the main entrance. It is a historic property under Section 106, a NEPA cultural resource, and a historical resource for the purposes of CEQA.



Figure 3.17-13 Western Waxed Paper Company (Veritiv) (camera facing southeast)

Rio Hondo

The engineered Rio Hondo (Figure 3.17-14, Map ID #3208) in Pico Rivera consists of two channels: a northern channel between Santa Fe Dam and the Whittier Narrows Flood Control Basin, and one extending from Whittier Narrows Dam approximately 8.5 miles southwest to a convergence with the Los Angeles River. A 1.2-mile segment of the southern Rio Hondo channel is within the APE. The southern Rio Hondo channel, including the segment within the APE, does not have individual significance under the NRHP or CRHR criteria. However, the southern Rio Hondo channel may contribute to a larger historic district with significance under Criteria A/1 and C/3. The Rio Hondo's areas of significance are engineering, community planning, and development, as a district formed of flood control works developed by the U.S. Army Corps of Engineers along the San Gabriel River watershed from 1941 to 1960. Therefore, for the purposes of this analysis, the southern Rio Hondo channel segment within the APE is presumed eligible for the NRHP and CRHR as a contributor to a larger historic district of flood control works, with a presumed 1941 to 1960 period of significance. The engineered Rio Hondo channels were built between 1951 and 1960 as part of the U.S. Army Corps of Engineers' larger Los Angeles County Drainage Area plan for the San Gabriel River watershed. Its implementation began with construction of the Santa Fe Dam in 1941, included construction of Whittier Narrows Dam and Flood Control Basin from 1950 to 1955, and concluded with completion of the northern Rio Hondo channel segment in 1960. The channel segment in the APE retains character-defining features that include a concrete channel base, concrete-lined embankments extending approximately 580 feet south of Washington Boulevard, and grouted stone embankments across the remainder of the recorded segment to the south. The subject channel segment's width boundaries are the tops of the embankments. Longitudinally, the segment's northern boundary is Washington Boulevard and the southern boundary is Slauson Avenue. For the purposes of this analysis, it is treated as a Section 106 historic property, a NEPA cultural resource, and a historical resource for CEQA.

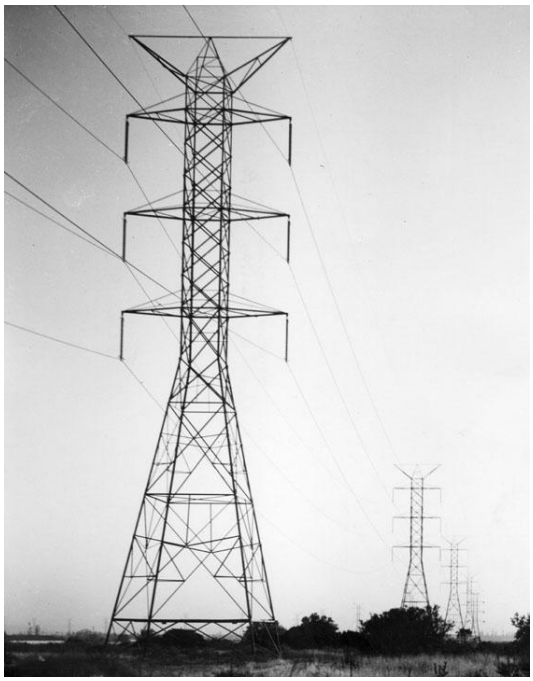


Figure 3.17-14 Rio Hondo at Slauson Avenue (camera facing northeast)

Boulder Dam–Los Angeles 287.5-Kilovolt Transmission Line

Approximately 270 miles long, the Boulder Dam–Los Angeles 287.5-kilovolt Transmission Line (Figure 3.17-15, Map ID #829) transmits electricity from its generation point at the Boulder (now Hoover) Dam in southern Nevada to the Century Receiving Station in the Watts neighborhood of Los Angeles. In 2000 it was listed on the NRHP and CRHR. It is listed under NRHP/CRHR Criteria A/1 at the local level of significance, and under NRHP/CRHR Criteria C/3 at the state level of significance. Its area of significance is engineering and its period of significance is 1937 to 1953. It is important for its associations to the Boulder Dam, Los Angeles development during the pre-World War II era, and unique engineering and structural characteristics within the context of point-to-point power transmission. The property consists of a 225.2-mile-long, single-circuit transmission corridor (400 feet wide) and a 40.8-mile-long, double-circuit transmission corridor. Several switching stations are also part of the historic property. The single-circuit transmission corridor contains two parallel rows of steel lattice towers connected by cable. The narrower double-circuit corridor contains a single row of towers. Only a small segment of this historic property is present within the APE, near the eastern bank of the Rio Hondo in Pico Rivera. The APE contains a short segment of the double-circuit transmission corridor approximately 200 feet wide and approximately 386 linear feet long. No towers are included within the APE boundary. Character-defining features include the steel lattice towers, single and double corridors, associated stations, and power cables.

According to the NRHP nomination form, “[t]he boundaries of the property begin at the step-up transformer station 2,000 feet southwest of Hoover Dam in Nevada, through the Silver Lake and Victorville Switching Stations in California’s Mojave Desert, and end at the Century Receiving Station in Los Angeles, California. The Boulder station measures 675 ft northeast-southwest and 300 ft northwest-southeast. The single-circuit transmission corridor is 400 feet wide and 225.2 miles long. This portion of the corridor includes the Silver Lake and Victorville switching stations. The Silver Lake station measures approximately 620 ft square while the Victorville station is 650 ft northeast-southwest and 600 ft northwest-southeast. The double-circuit transmission corridor, which begins near the city of Upland, California, is 200 feet wide and 40.8 miles long. The line ends at the Century Receiving Station. The station measures approximately 1,600 ft north-south and 6520 ft east-west.” The Boulder Dam–Los Angeles 287.5-kilovolt Transmission Line is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Source: Los Angeles Public Library n.d.

Figure 3.17-15 Boulder Dam–Los Angeles 287.5-Kilovolt Transmission Line: historic-era image of resource through Baldwin Park

Val-Vita Food Products Company Headquarters

The former Val-Vita Headquarters property (Figure 3.17-16, Map ID #2226) in Fullerton is a single-story office building designed in the Streamline Moderne style. The subject property is NRHP and CRHR eligible at the state level under Criteria C and 3, respectively, as a significant and highly intact example of Streamline Moderne design. Its area of significance is architecture. The property's period of significance is 1938, its date of construction. The subject building served as Norton Simon's Val-Vita and later Hunt Foods headquarters until the noted Modernist William Pereira built a new headquarters nearby in 1962. Its character-defining features include a prominent, full-height, semicircular massing with a centered entrance accessed by semicircular stairs having thin metal stair railing; entry flanked by sidelights and topped with a diamond-muntin transom; a long, low, and stark symmetry featuring original nine-part windows; continuous, full-length molding strips across the front elevation that wrap rounded corners to the building's sides that are equally adorned; and a vent centered above each window near the molded roofline. The property's historic boundary is the building footprint and immediately adjacent landscape features that include front and side lawn and original walkways. Neither adjacent paved parking area nor landscape features within the parking area are included within the historic property boundary. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-16 Val-Vita Food Products Company Headquarters (camera facing northwest)

Hunt Foods and Industries Office and Library

Completed in 1962, the six-story Hunt Foods and Industries office building and the nearby Hunt branch of the Fullerton library (Figure 3.17-17, Map ID #2227) in Fullerton are present at either end of a long and continuous landscaped campus that has an Asiatic-inspired landscape theme and dark-stained aggregate walkways, many of which are slightly elevated, which are character-defining features of the property. The property is eligible for the NRHP and CRHR under Criteria B/2 and C/3, at the local level of significance, for its associations to Norton Simon, a significant industrialist and philanthropist whose office was based in this building, and for possessing two highly intact examples of Mid-Century Modern design by significant architect William L. Pereira, whose firm William L. Pereira and Associates also designed the exceptionally intact campus landscape. The property is eligible at the local level of significance. Its areas of significance are architecture and landscape architecture, in addition to community planning and development. The property's period of significance is 1962 to 1964 for Criteria B/2 and 1962 for Criteria C/3. The administrative building served as the headquarters for Hunt Foods and Industries: a pre-existing company, Norton Simon transformed into a juggernaut. Simon also funded the construction of the Hunt Library. The Norton Simon art collection was originally housed in the library before Norton Simon relocated it to Pasadena in 1974 and today the Norton Simon Museum is one of global recognition in the art world. Character-defining features include flat roofs; black spandrels; thin, protruding full-height decorative columns of connected chevroned "Ts" at the roofline; all-over grids of protruding aluminum mullions; and a high degree of sharp-angled modernist abstraction. The property's historic boundary includes most of two parcels that total approximately 7 acres, with the office on the western side, the library on the eastern side, and the totality of the Asiatic-inspired park-like landscape in between. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-17 The Hunt Foods and Industries Office (top, camera facing southeast) and Library (bottom, camera facing north)

St. Mary's Catholic Church

Built in 1970, St. Mary's Catholic Church (Figure 3.17-18, Map ID #4062) in Fullerton is a Late Modern-style church building designed by architect J. George Szeptycki, who designed numerous post-World War II churches in Southern California. The property is eligible for the NRHP and the CRHR under Criteria C and 3, respectively, at the local level of significance, for its high artistic value and as an excellent example of Szeptycki's Late Modern work. Its area of significance is architecture, with a 1970 period of significance. The building's character-defining features include its rectangular-plan, predominantly flat roof; shed-roofed front component; asymmetrical curved north (primary) elevation rising in height from east to west; blonde face brick veneers interrupted by vertically oriented stained-glass windows at the northern, eastern, and western elevations; curved northwest corner with canopy-sheltered primary entrance; brick paved patio and short flight of steps with metal railings accessing to the primary entrance; metal sculpture of St. Mary at the western elevation; and the building's adjacent, tall steeple with a stylized cross affixed to the northern side near the top. The property boundary is the church footprint, surrounding planters, and steeple. A rectory building on the same parcel does not contribute to the NRHP-eligible property. St. Mary's Catholic Church is a historic property for the purposes of Section 106, a cultural resource for NEPA, and a historical resource under CEQA.



Figure 3.17-18 St. Mary's Catholic Church (camera facing south)

Amerige Brothers' Real Estate Office

Located in Fullerton's Amerige Park, the Amerige Brothers' Real Estate Office building (Figure 3.17-19, Map ID #4053) in Fullerton is a small Vernacular wood-frame building built circa 1887 in Anaheim and relocated to Fullerton that served as a portable real estate office. Owners relocated it several times. Amerige Brothers' Real Estate Office is eligible for the NRHP and the CRHR at the local level of significance under Criteria A and 1, respectively, and meets Criterion Consideration B for moved properties.[8] Its areas of significance are the founding of Fullerton and the Southern California Real Estate Boom of 1886 to 1888. The period of significance is 1887 to 1889. The property is also listed as City of Fullerton Landmark HL-4. The subject property was the first building in the Townsite of Fullerton and provided for the Amerige Brothers to sell Townsite lots, which led to the creation of Fullerton. The building is significant for its role in the founding of Fullerton and as a rare example of a surviving building directly associated with real estate promotions and transactions that took place as part of the Southern California land boom of 1886 to 1888. The property's character-defining features include the building's rectangular plan; wood tongue-in-groove siding; a front gabled roof covered in wood shingles and featuring a shaped parapet at the primary (northern) elevation; symmetrical primary elevation with a central doorway secured by a partially glazed wood door flanked by wood windows; panels of vertical wood siding accent areas above the primary entry door and beneath the windows; large one-over-one, double-hung wood windows with simple wood surrounds and projecting subsills; and a shed-roofed canopy with turned wood supports and a shaped fascia at the primary elevation. The historic property boundary is the building footprint. Surrounding elements within Amerige Park do not contribute to the property's significance. The Amerige Brothers' Real Estate Office is a historic property for the purposes of Section 106, a cultural resource for NEPA, and a historical resource under CEQA.

[8] Criterion Consideration B allows for a relocated property to be determined NRHP eligible under Criterion A provided that it is the surviving property most closely associated with a historic event or person, or if it is significant primarily for its architectural value (NPS 1997b:29).



Figure 3.17-19 Amerige Brothers' Real Estate Office (camera facing southeast)

Elephant Packing House

Built in 1924, the Elephant Packing House (Figure 3.17-20, Map ID #4144) in Fullerton is a one-story Mission Revival style former packing house. The property is listed in the NRHP under Criteria A and B, at the local level of significance. Its areas of significance are industry and Charles C. and Irvin Chapman, with a 1924 to circa 1950 period of significance. It is listed on the CRHR under Criteria 1 and 2. The property is also listed as City of Fullerton Landmark HL-18. The property has agricultural, commercial, and industrial significance for its role in the history of Fullerton and its citrus industry. The building was one of two extant citrus packing houses present in Fullerton at the time of designation. It is also significant for its association with Charles C. Chapman, considered the father of Fullerton's citrus industry, and with Charles' son Irvin Chapman. Character-defining features include smooth stucco cladding; a curved stucco-covered balustrade and a wood bracketed porch hood with exposed rafters and red barrel tile at the primary entrance: a Mission style parapet above the entrance; pilasters set at regular intervals that extend slightly above the roofline; clay barrel tile coping between pilasters; interior elements such as roof trusses, heavy posts, and beams; and the building's sawtooth roof. The property includes a small, nonoriginal rectangular addition built in the 1970s at the northern side of the western elevation that is not a contributing element of the historic property. The historic property boundary is the parcel boundary. The Elephant Packing House is a historic property for the purposes of Section 106, a cultural resource for NEPA, and a historical resource under CEQA.



Figure 3.17-20 Elephant Packing House (camera facing northwest)

Fullerton Ice Company

Built in 1910, the Fullerton Ice Company (Figure 3.17-21, Map ID #2467) in Fullerton is an exposed brick building that is believed to be the fourth oldest brick masonry building in Fullerton. The property is NRHP and CRHR eligible at the local level of significance under Criteria A and 1, respectively, for its associations with the early-twentieth-century refrigeration industry. Its area of significance is industry. The period of significance is 1910, the year of its construction, to 1958, the year that the Santa Ana freeway (Interstate 5) was completed through northern Orange County, fostering a new suburbanization that hastened the demise of the local citrus industry that this building primarily served. Later known as the Crystal Ice House, the business played a crucial local role in providing ice for traveling perishables leaving Fullerton before the advent of new refrigeration technologies after World War II. Character-defining features include the simply designed building with its flat roof, original wood-frame windows, and inset decorative brickwork near the parapet roof with brick dentil molding. An inset loading dock is also present. The property's NRHP eligible boundary is its parcel, largely occupied by the building itself. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-21 Fullerton Ice Company (camera facing southwest)

Fullerton Union Pacific Railroad Depot

Completed in 1923, the Fullerton UPRR Depot (Figure 3.17-22, Map ID #2463) in Fullerton is a Mission Revival depot that is prototypical for UPRR depots of the interwar era. The building is listed under NRHP Criteria A and C. Its areas of significance are architecture and transportation, at the local level of significance. The property has a period of significance of 1923. It is also listed on the CRHR under Criteria 1 and 3. The building consists of two separate sections: a passenger area and a connected portion originally for freight. Character-defining features include espadaña parapets; prominent arched entry topped with stepped block parapets with centered diamond cap; symmetrical four-bay arcades having diamond-capped piers and wingwalls at their ends; and Spanish tile roofs, stucco cladding, and octagonal rotunda with small, punchout windows topped by a lantern cupola with small bullseye windows. The property was moved to its present location in 1980. The NRHP-listed boundary description and justification in the NRHP nomination form reads, “Boundaries have been drawn to encompass the historic resource on its new lot. The property is at the northeast corner of Harbor Boulevard with its intersection with the Santa Fe Railway right of way. Boundaries are shown on the attached site plan.” Because of the lack of similarity between the original and current sites, for the purposes of this analysis, the NRHP historic property boundary description has been revised to encompass solely the building footprint. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-22 Fullerton Union Pacific Railroad Depot (camera facing southwest)

Fullerton Odd Fellows Temple

Completed in 1927, the Fullerton Odd Fellows Temple (Figure 3.17-23, Map ID #2466) in Fullerton is a three-story brick commercial building. The building is NRHP-listed at the local level of significance under Criterion A. Its area of significance is social history. The period of significance is 1925 to 1949. It is also listed on the CRHR under Criterion 1. A multiuse building from the start, the Odd Fellows designed the property to be a money-making venture, with other fraternal, patriotic, and women’s entities intended to occupy the ground floor, while the Odd Fellows occupied the second floor, designing its space for various secret, fraternal purposes. One of the original tenants was the Fullerton Post Office; the tin ceiling from when the post office occupied the building is still present. Character-defining features include highly distinctive glazed pale pink and blue terra cotta tile across the entirety of the property’s façade, which is also topped with turban-shaped copper cupolas and narrow arched windows at the property’s western elevation. The arched windows and cupolas lend the building the slightest Moorish influence. According to the NRHP nomination, “the nominated property includes the entire city lot historically associated with the Fullerton Odd Fellows Temple proper.” The historical property boundary is the

building's parcel. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-23 Fullerton Odd Fellows Temple (camera facing southeast)

Pacific Electric Railway Depot

Built in 1918, the Pacific Electric Railway Depot (Figure 3.17-24, Map ID #2478) in Fullerton is a single-story, rectangular-plan Mission Revival building with its broad side perpendicular to Commonwealth Avenue. The building is eligible for the NRHP under Criteria A and C and CRHR under Criteria 1/3, at the local level of significance. Its areas of significance are architecture, commerce, community planning and development, and transportation. The property's period of significance 1918. The station not only serviced passengers, but citrus, hence the loading dock. Passenger service continued from this depot until 1938, with the more lucrative citrus freight continuing from the depot until the late 1940s. Character-defining features include an espadaña parapet; pyramidal cupolas with ball finials; stucco cladding; 6/1 wood-frame double-hung windows; loading dock; and a small, Spanish-tiled awning supported by knee brackets. The historic property boundary is the building footprint, including the recent shed-roofed bump-outs that shade fenestration off the eastern and western side elevations. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-24 Fullerton Pacific Electric Railway Depot (camera facing southwest)

Santa Fe Railway Passenger and Freight Depot

Completed in 1930, the Fullerton Santa Fe Railway Passenger and Freight Depot (Figure 3.17-25, Map ID #2486) in Fullerton is a cast concrete Spanish Colonial Revival–style railroad depot. The building is NRHP listed at the local level of significance under Criteria A and C. Its areas of significance are architecture, agriculture, industry, and transportation. It has a period of significance of 1930–1941. It is also CRHR-listed under Criteria 1 and 3. The Santa Fe Railroad Company was an important factor in the local citrus and oil industries. Character-defining features include the irregular footprint and massing, quatrefoil windows, wooden shutters, concrete grill work, wrought iron bracketing, tapered columns, and Monterey-style balconies. For the purposes of this project, the historic boundary is the building's footprint plus the 1965 canopy and concrete platform. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-25 Santa Fe Railway Passenger and Freight Depot (camera facing northeast)

Fullerton Post Office

Complete in 1938, the Fullerton Post Office (Figure 3.17-26, Map ID #2487) in Fullerton was a New Deal/Public Works Administration project designed by noted local architect Harry K. Vaughn, whose other local buildings include Fullerton Junior College Campus and the former Fullerton Public Library. The building is listed in the NRHP at the local level of significance under Criterion C. Its areas of significance are architecture and art. Its period of significance is 1939 and 1942. It is also listed on the CRHR under Criterion 3. It features the symmetry, stripped classicism, and solidity of the Public Works Administration Moderne Style but with Spanish-styled overtones. Inside the post office lobby is a 1941 canvas mural titled "Orange Pickers" by local artist Paul Julian, commissioned by the U.S. Treasury Department Section of Fine Arts. Character-defining features include a prominent arched entry enframed with faux voussoirs; stucco cladding; Spanish tile roofs; large, multilight double-hung windows with block molded surrounds and inset sills; original metal rain gutters; centered concrete stairway flanked by decorative pole light standards on concrete bases; quatrefoil attic vents; and original applied signage with serif lettering. Julian's mural is also a character-defining feature. The NRHP historic property boundary is its parcel boundary. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-26 Fullerton Post Office (camera facing southwest)

Anaheim Union Pacific Railroad Depot (Anaheim Union Station)

The 1923 Anaheim UPRR Depot, also known as Anaheim Union Station (Figure 3.17-27, Map ID #2851), is a one-story wood-frame Spanish Revival–themed train depot. The building is eligible for the NRHP at the local level of significance under Criterion A, Criterion Consideration B for relocated properties. Its areas of significance are commerce and transportation. The property's period of significance is 1923, its construction year, through 1956, the year of Interstate 5's completion. Within city limits, the Anaheim UPRR Depot is the last train station property type directly associated with historic-era railroad development in Anaheim. It is also listed on the CRHR under Criterion 1. This property is additionally considered a contributing resource to the Anaheim Colony Historic District (Map ID #2869). Character-defining features include stucco cladding, symmetrically placed arcades, and a centered, arched entry topped with an espadaña parapet. Similar parapets are present at either end, and the roof is topped with Spanish tile. A smaller, three-arched auxiliary arcade is present off the north-side elevation. The subject property was relocated to its present location during the 1990s, when a substantial grade separation at Lincoln Avenue was built. Although it has some alterations, this property is a highly intact example of its property type—passenger depot—exhibiting Spanish Revival design elements. The historic property boundary is the historic building's footprint. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-27 Anaheim Union Pacific Railroad Depot (Anaheim Union Station) (camera facing east)

The Kroeger-Melrose District

The Kroeger-Melrose District (Figure 3.17-28, Map ID #2782) in Anaheim contains 67 parcels on five streets south of Lincoln Avenue: Anaheim's primary commercial street. Fourteen of the district's 57 previously identified contributing properties are within the APE. The district is listed on the NRHP at the local level of significance under Criteria A and C. Its areas of significance are exploration/settlement and architecture. Its period of significance is 1892 to 1923. It is also listed on the CRHR under Criteria 1 and 3. Located within the boundary of Anaheim's original city limits, the majority of the houses were built between 1900 and 1915, with infill properties completed in the 1920s. The Kroeger-Melrose District presents multiple, highly intact examples of Transitional Colonial Revival and Craftsman styled single-family houses and contains one Queen Anne cottage. The 57 contributing resources compose the character-defining features of the district. None of the contributing properties are individually eligible for the NRHP or CRHR. The boundary is irregular in shape and contains properties on Olive, Melrose, and Kroeger Streets roughly bound by Center Street and Broadway. It is a historic property for Section 106, a cultural resource for NEPA, and a historical resource for the purposes of CEQA.



Figure 3.17-28 515 East Broadway, Anaheim Kroeger-Melrose Historic District Contributing Resource (camera facing northwest)

CEQA-Only Historical Resources

There are eight additional resources within the APE that are historical resources for the purposes of CEQA that do not meet NRHP criteria and are, therefore, not historic properties under Section 106. A description of the CEQA-only historical resources is provided below.

Fullerton Dye Works at 229 W Santa Fe Avenue

Partially built in 1922, with additions in 1928 and 1929 creating the current footprint, the Fullerton Dye Works is a vernacular commercial building (Figure 3.17-29, Map ID #4067) in Fullerton. The property is designated Fullerton Historic Landmark No. HL-76. The property is neither NRHP nor CRHR eligible. The building is representative of vernacular commercial architecture in the 1920s. Character-defining features include a rectangular plan, brick masonry construction, and a former enframed window wall opening and parapet with a stepped cornice at the primary elevation. The primary elevation also has multiple forms of nonoriginal cladding and multiple nonoriginal doors. The historical resource boundary is its parcel. Its designation is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines such that the property is a historical resource for the purpose of CEQA.



Figure 3.17-29 Fullerton Dye Works at 229 W Santa Fe Avenue (camera facing northeast)

Sanitary Laundry Building at 227 W Santa Fe Avenue

Built in 1928, the Sanitary Laundry Building is a Moderne-style commercial building (Figure 3.17-30, Map ID #4068) in Fullerton. The property is designated Fullerton Historic Landmark No. HL-75. The property is neither NRHP nor CRHR eligible. The character-defining features include a sawtooth roof with clerestory windows; brick masonry construction in a running course pattern at all elevations; and three storefronts segmenting the primary elevation, each with four narrow bays created by regularly spaced pilasters underneath a parapet consisting of three arches separated by flat sections with dividing pilasters that rise above the parapet cornice. All primary-elevation entrances have been modified and some window openings have been boarded. The historical resource boundary is its parcel. Its designation is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines such that the property is a historical resource for the purpose of CEQA.



Figure 3.17-30 Sanitary Laundry Building at 227 W Santa Fe Avenue (camera facing northwest)

John Reeder Gardiner Building at 125 W Santa Fe Avenue

This property's one-story vernacular commercial building was built in 1922 (Figure 3.17-31, Map ID #4078) in Fullerton. The John Reeder Gardiner Building is designated Fullerton Historic Landmark No. HL-86. The property is neither NRHP nor CRHR eligible. The building's character-defining features include its rectangular plan; running course brickwork at all elevations, a parapet with coping extending approximately 2 feet above the roofline across the primary (southern) elevation, a centered main entry with wood-framed glazed door surmounted by a transom, wide picture window openings flanking the entrance, a stepped parapet across the northern elevation, and seven segmented arch window openings across the western elevation. The historical resource boundary is its parcel. Its designation is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines such that the property is a historical resource for the purpose of CEQA.



Figure 3.17-31 John Reeder Gardiner Building 125 W Santa Fe Avenue (camera facing northeast)

Ellingson Building at 119 W Santa Fe Avenue

The Ellingson Building is a one-story, vernacular, one-part commercial block brick masonry building was built in 1921 (Figure 3.17-32, Map ID #4079) in Fullerton. The property is designated Fullerton Historic Landmark No. HL-74. The property is neither NRHP nor CRHR eligible. The building retains the following character-defining features: a rectangular plan; three bays dividing the primary (southern) elevation; window and door openings moderately set back from the plane of the wall; a large fixed-light window below a ribbon of smaller fixed multilight square windows in the western bay; a centered entrance with a wood-framed glazed door; and a transom flanked by two large, square fixed windows and surmounted by a ribbon of smaller multilight fixed square windows in the central bay. The eastern bay has a nonoriginal roll-up door. The historical resource boundary is its parcel. Its designation is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines such that the property is a historical resource for the purpose of CEQA.



Figure 3.17-32 Ellingson Building at 119 W Santa Fe Avenue (camera facing north)

Wilson Building at 118 E Commonwealth Avenue

Built in 1927, the brick masonry Wilson Building has a flat roof, Mission Style parapet, centered entrance, and large windows (Figure 3.17-33, Map ID #2468) in Fullerton. The property is recognized by the City of Fullerton as a "Significant Property (Potential Local Landmark)." The property is neither NRHP nor CRHR eligible. Vernacular in its design, 118 E Commonwealth Avenue is highly indicative of 1920s commercial building construction and references the wood buildings that it replaced and the parapets that they possessed. Aside from painting and minor, reversible additions, the façade appears to be highly intact. The historical resource boundary is its parcel. Its designation is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines such that it is a historical resource for the purpose of CEQA.



Figure 3.17-33 Wilson Building at 118 E Commonwealth Avenue, Fullerton (camera facing south)

Miller Manufacturing Building at 343 E Santa Fe Avenue

Built in 1928, the subject property is a one-story vernacular commercial building (Figure 3.17-34, Map ID #4082) in Fullerton. The property is designated Fullerton Historic Landmark No. HL-84. The property is neither NRHP nor CRHR eligible. The building's character-defining features include a rectangular plan and low-pitch truss roof; common-bond brick masonry across all

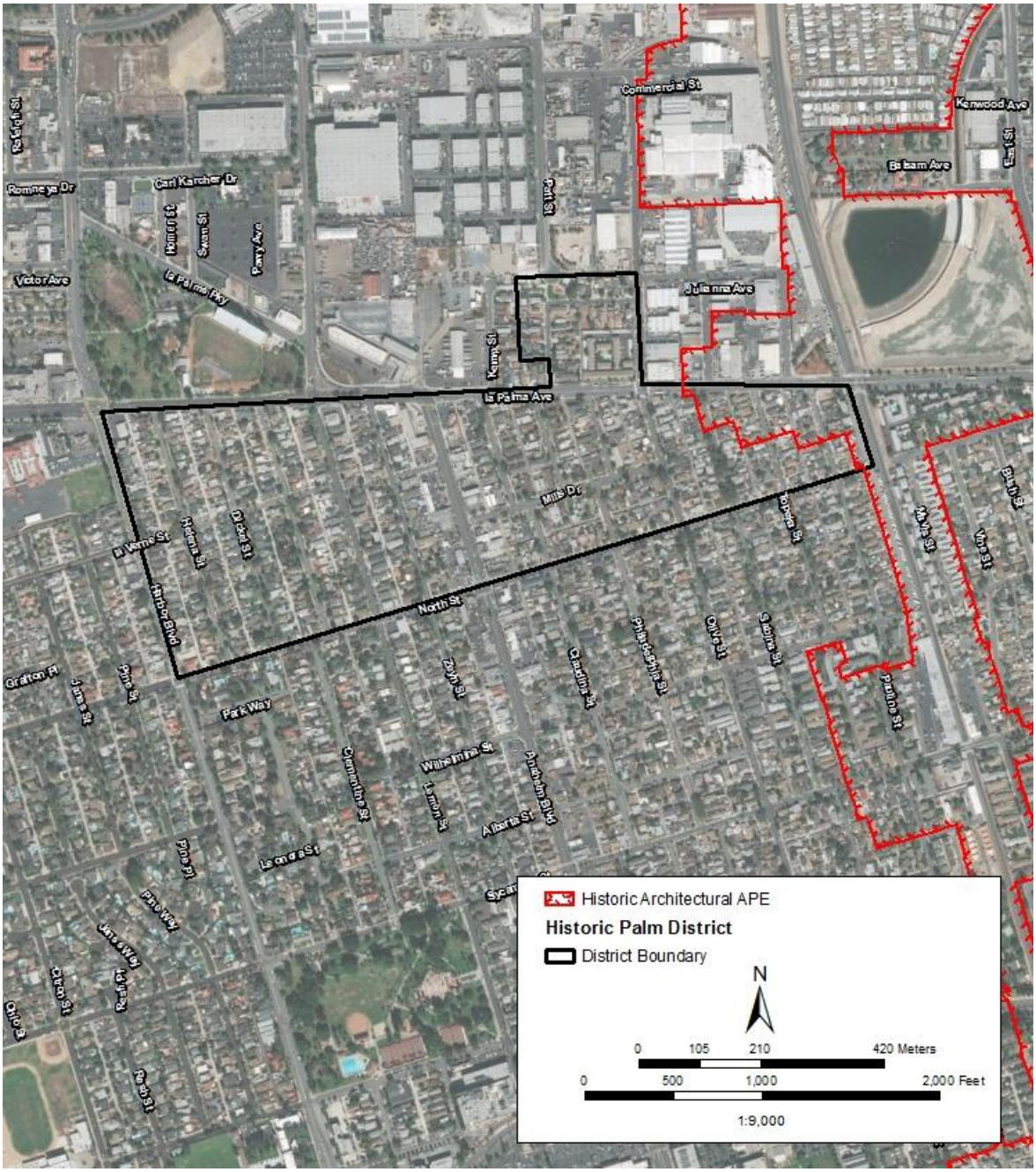
elevations; a stepped parapet at the primary (southern) elevation; a recessed main entrance with a small, concrete porch accessed by several concrete stairs; a shallow, cantilevered porch hood surmounting the entrance; two square window openings at the primary elevation and twelve square windows at the eastern elevation, all with sills and thick concrete lintels; and a stucco-clad water table separating the upper common-bond brick material from the lower concrete block foundation across the publicly facing southern and eastern elevations. The historical resource boundary is its parcel. Its designation is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines such that the property is a historical resource for the purpose of CEQA.



Figure 3.17-34 343 Miller Manufacturing Building at E Santa Fe Avenue (camera facing northwest)

Historic Palm District

Consisting of over 500 total properties, the Historic Palm District (Figure 3.17-35, Map ID #2617) in Anaheim has approximately 180 contributing structures that are primarily single-family residences of various revival styles. The Historic Palm District was adopted by the Anaheim City Council in October 2006. Each previously identified contributing resource has been individually evaluated for potential NRHP/CRHR eligibility, and none was found eligible for either listing. Neither the Historic Palm District nor its contributing properties are NRHP or CRHR eligible. The district is named after Palm Street, the original street name of Harbor Boulevard, which forms the western boundary of the district. Anaheim's June 2016 List of Historic Structures indicates that contributors to this district include buildings built before 1949, which is its identified period of significance. Contributors to the district are "associated with significant themes identified for the district…and retain historic integrity to the period of significance" (City of Anaheim 2010a). It consists primarily of French, English, and Spanish Revival Style dwellings. The majority of its contributing structures are outside the APE. Contributing structures within the APE include 818, 819, 821, and 824 N Pauline Street; and 829 and 902 N Topeka Street. The historical resource boundary is depicted on Figure 3.17-35. The City of Anaheim's recognition of historic districts and contributors is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines and districts and contributors are, therefore, historical resources for the purposes of CEQA.



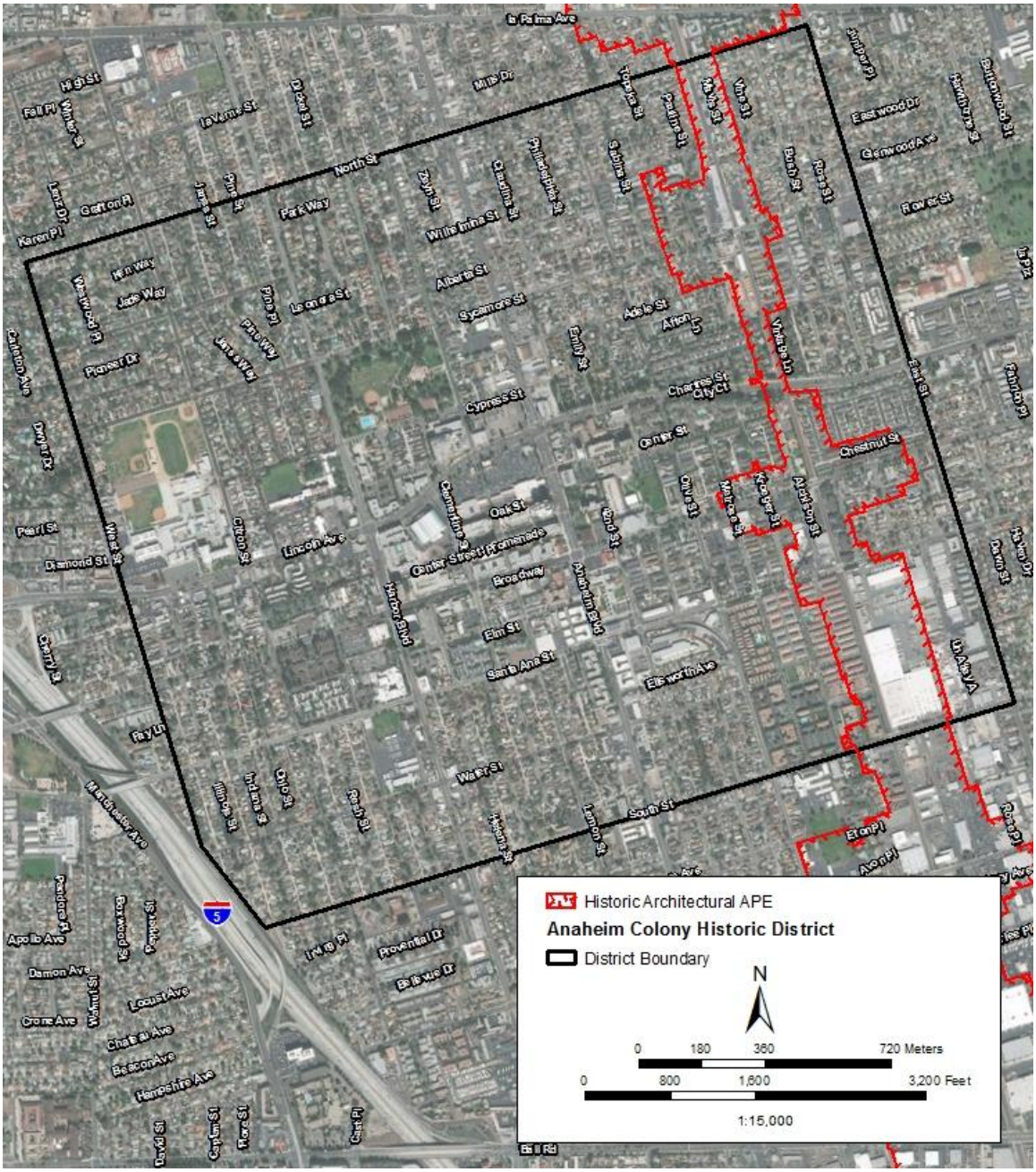
Source: ESRI 2021

Figure 3.17-35 Historic Palm District: Site Diagram

Anaheim Colony Historic District

Consisting of many properties, the Anaheim Colony Historic District (Figure 3.17-36, Map ID #2869) in Anaheim has over 1,000 contributing properties that are primarily residences designed in a variety of architectural styles. The Anaheim City Council adopted the historical district in October of 1997. Each previously identified contributing resource has been individually evaluated for potential NRHP/CRHR eligibility, and none was found eligible for either listing. Neither the Anaheim Colony Historic District nor its contributing properties are NRHP or CRHR eligible. The district is defined by the original city of Anaheim boundaries from its 1857 incorporation bounded

by North, South, East, and West Streets. According to Anaheim's June 2016 List of Historic Structures, this district includes buildings built before 1949, which is the identified period of significance for the district. Contributors to the district are "associated with significant themes identified for the district…[and retain] historic integrity to the period of significance" (City of Anaheim 2010b, 2010c). Thirty-three Anaheim Colony contributing properties are within the APE. These include 215 and 223 South Atchison Street; 504, 512–512½, 516, and 700 East Sycamore Street; 509 (509 ½) and 525 East Adele Street; 605, 611, 904, 908, 912, 924–926, 1000, 1012, 1016, 1020, and 1024 East Broadway Street; 305, 308, 314, 315 and 317 South Bush Street; 315 South Rose Street; 501, 507, 517, 521, and 525 North Vine Street; and 314, 324, and 422 South Vine Street. The historical resource boundary is depicted on Figure 3.17-36. The City of Anaheim's recognition of historic districts and contributors is consistent with Section 15064.5(a)(2) of the State CEQA Guidelines and they are, therefore, historical resources for the purposes of CEQA. (Note that the NRHP-listed Kroeger-Melrose Historic District is within the Anaheim Colony local historic district boundary.)



Source: ESRI 2021

Figure 3.17-36 Anaheim Colony Historic District: Site Diagram

3.17.7 Environmental Consequences

3.17.7.1 Overview

This section discusses the potential impacts on cultural resources in the APE from construction and operation and maintenance of the project alternatives and station options. Each resource category addresses potential impacts from the No Project Alternative and the Shared Passenger Track Alternatives. For this resource topic, any differences in the impacts for the alternatives station options are described in the analysis.

As discussed in the FOE and FOE Addendum 1, because of limited access for archaeological survey during the environmental phase, the identification of archaeological resources would be phased as access to parcels is gained during design-build activities. Stipulation VI.E of the PA provides for phased identification in situations where identification of historic properties cannot be completed: for instance, when private property owners deny permission to enter. Therefore, impacts on eight of the known archaeological resources and any as-yet-unknown archaeological resources may not be determined at this time. As discussed in FOE Addendum 1, no effects would occur on P-19-001575 because no project-related ground-disturbing activities would occur within this resource.

As detailed in the FOE and FOE Addendum 1, the project alternatives have the potential to adversely affect historic built resources. The project has the potential to affect 27 historic built resources that are listed or eligible for listing in the NRHP.

All historic built and archaeological resources identified within the APE that were listed or eligible for listing in the NRHP were determined to also be historical resources for CEQA. In addition, there are eight historic built CEQA-only resources identified by local agencies within the APE.

IAMFs are part of the project and are a binding commitment by the Authority. In contrast, mitigation measures may be available to further reduce, compensate for, or offset project impacts that the analysis identifies under NEPA or concludes are significant under CEQA.

Archaeological and historic built resource impacts under the No Project Alternative are discussed first, followed by the impacts of the Shared Passenger Track Alternatives, which are described and organized as follows.

Construction Impacts

- Impact CUL-1: Disturbance of Known Archaeological Sites During Construction
- Impact CUL-2: Permanent Disturbance of Unknown Archaeological Sites During Construction
- Impact CUL-3: Permanent Demolition, Destruction, Relocation, or Alteration of Historic Architectural Resources or Setting During Construction
- Impact CUL-4: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Construction
- Impact CUL-5: Disturbance of Known Tribal Cultural Resources During Construction Defined by Public Resources Code 21074

Operational Impacts

- Impact CUL-6: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Operations

3.17.7.2 No Project Alternative

Under the No Project Alternative, recent development trends within the project section would continue, leading to ongoing cultural resources impacts. Development activities including demolition, new construction, ground disturbance and compaction in construction and staging areas, accelerated erosion or increased flooding associated with changes in drainage patterns, and development of new borrow sites could lead to impacts on cultural resources. These impacts could include the disturbance of unknown archaeological resources and demolition, destruction, relocation, or alteration of historic built resources or their setting. Furthermore, increased public access to areas containing cultural resources as a result of development also has the potential to affect cultural resources through intentional or unintentional artifact collection, vandalism, and destruction.

Recent development trends would continue, which could lead to impacts on cultural resources. Existing land would be converted for residential, commercial, and industrial development, as well as for transportation infrastructure, to accommodate future growth, potentially disturbing archaeological and architectural resources. Planned development and transportation projects that

would occur as part of the No Project Alternative would likely include various forms of mitigation to address impacts on cultural resources.

Without the Shared Passenger Track Alternatives, significant impacts, temporary construction impacts, and permanent changes from operations would be avoided. Under the No Project Alternative, construction and operational impacts from permanent demolition, destruction, relocation, or alteration would not occur on the First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, Olympic Boulevard Bridge, or any archaeological resources.

Planned development and transportation projects could potentially affect cultural resources in the RSA project-wide under the No Project Alternative. Development activities including demolition, new construction, ground disturbance and compaction in construction and staging areas, accelerated erosion or increased flooding associated with changes in drainage patterns, and development of new borrow sites could lead to impacts on cultural resources. These impacts could include the disturbance of unknown archaeological resources. These development activities could also include permanent demolition, destruction, relocation, or alteration of historical resources, in addition to potential visual, noise, or vibration effects. However, such development projects would likely include mitigation to address impacts on cultural resources. The reasonably foreseeable development under the No Project Alternative would be evaluated to determine the significance of impacts and mitigation measures, as needed, to avoid or reduce potentially significant impacts. It would be the affected jurisdictions' responsibility to ensure compliance with established regulations. The other transportation and development projects and planned projects under the No Project Alternative would undergo environmental review, and historic properties and historical resources would be analyzed and mitigated.

3.17.7.3 Project Impacts

Construction and operations of the Shared Passenger Track Alternatives could affect archaeological resources and historic built resources. The project has the potential to affect 35 historic built resources (27 historic properties and 8 historical resources), and 8 archaeological resources listed in, eligible for, or treated as eligible for the NRHP and impacts are considered as phased. The project does not have the potential to affect one NRHP-listed archaeological resource.

Shared Passenger Track Alternative A has the potential to affect 35 historic built resources and 5 archaeological resources. Shared Passenger Track Alternative B has the potential to affect the same 35 historic built resources, but with different effects for some of the resources. Shared Passenger Track Alternative B also has the potential to affect the same five archaeological resources as Shared Passenger Track Alternative A, and would potentially affect one additional archaeological resource.

The Norwalk/Santa Fe Springs HSR Station Option would not affect any historic built resources or archaeological resources, because the station option footprint does not overlap with any resources.

The Fullerton HSR Station Option has the potential to affect 15 historic built resources; these resources would also potentially be affected by the Shared Passenger Track Alternatives, but to different extents. The Fullerton HSR Station Option would have the potential to affect two archaeological resources that would not be affected by the Shared Passenger Track Alternatives.

Section 106 historic properties identified within the APE are also cultural resources under NEPA and historical resources for CEQA. Eight CEQA-only historic built resources, in Fullerton and Anaheim, were additionally identified within the APE. Each impact section below includes a separate discussion for each alternative and each station option. Based on its understanding of the potential construction and operational impacts on historic built and archaeological resources, and its experience with HSR construction in the Central Valley, the Authority designed IAMFs that have been incorporated into the project design. IAMFs limit the potential for impacts to occur on historic properties (refer to Section 3.17.5.3, Impact Avoidance and Minimization Features).

There were 14 archaeological resources initially identified in the APE. One of the resources (P-19-001575/CA-LAN-1575) has been evaluated using the NRHP and CRHR significance criteria and determined eligible. The project would have no effect on this resource.

Five archaeological resources are exempt under Attachment D of the Section 106 PA; and the remaining eight are unevaluated. The eight unevaluated resources will be evaluated in the future through phased identification efforts. Therefore, the eight unevaluated resources are treated for the purposes of this analysis as NRHP and CRHR eligible. Based on anticipated construction-related ground disturbance in their vicinity, even with incorporation of IAMFs, the Authority anticipates adverse effects on eight presumed eligible previously recorded archaeological resources within the APE that have not been field verified. Damage could also occur to unknown archaeological historical resources/historic properties that could result in adverse effects pursuant to the NHPA and NEPA. Adverse effects/significant impacts are expected on four bridges spanning the Los Angeles River which are NHPA historic properties and CEQA historical resources.

The Authority would develop an MOA for each Section 106 undertaking where the Authority determines there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects could occur. The Authority and SHPO would use the MOA to enforce the implementation of required actions that arise from the Section 106 consultation.

The Authority would implement standardized mitigation measures to further minimize the potential impacts on cultural resources, historic properties and historical resources, as appropriate. Resource-specific mitigation measures have also been developed. Full text of mitigation measures is found Section 3.17.8, Mitigation Measures.

Additional mitigations may be included in the MOA.

Archaeological Resources

Activities that affect archaeological resources (historical resources and historic properties) are typically associated with project construction. If archaeological resources that are NRHP listed or eligible (historic properties) or CEQA historical resources are within the project footprint, construction activities would likely result in adverse effects/significant impacts on those resources; consequently, construction impacts cannot be considered to be temporary impacts. Soil excavation or compaction resulting from the use of heavy machinery on the construction site itself or in staging areas or another area of ground-disturbing activities may affect the integrity of artifact-bearing deposits associated with known and as-yet undiscovered archaeological resources. For the project, unknown or unrecorded archaeological resources, including subsurface buried archaeological deposits, may exist. Disturbance and removal of archaeological resources would result in adverse effects on archaeological historic properties under Section 106 and could cause substantial adverse changes in the significance of archaeological historical resources pursuant to California Code of Regulations Section 15064.5.

Archaeological resources are not typically subject to nonphysical effects because their settings do not generally contribute to their significance and, as a result, are not adversely affected by adjacent visual or auditory effects during construction or operation. Exceptions to this are described below under resources of importance to Native Americans and other interested parties.

Buried Archaeological Resource Sensitivity

Archaeological sensitivity is based on the geoarchaeological analysis in the ASR (Authority and FRA 2017). Overall, the geoarchaeological analysis indicates that 81 percent of the APE has the capacity to contain buried archaeological resources and 32 percent of the geoarchaeological analysis zone has elevated potential to contain precontact archaeological resources regardless of whether they are surface exposed or buried. The limited number of archaeological resources in the 2024 APE is thought to be a function of the paucity of previous archaeological surveys in the area and the extent of development within the area.

Historic Built Resources

Architectural historical resources and historic properties can be both directly and indirectly affected if the project alters character-defining features. As with archaeological resources, activities that affect architectural historical resources and historic properties are typically associated with the project construction. Activities that can result in adverse effects under Section 106, impacts under NEPA, or significant impacts under CEQA from construction of a project include, but are not limited to, relocation or realignment of resources; demolition, removal of all or portions of buildings, structures, linear features, or landscaping; settlement resulting from adjacent excavation or dewatering; vibration-induced damage; and the alteration of visual character, reducing the feeling and association of the property to its historic setting. Permanent limited access to a historic property can result in its abandonment and eventual demolition. Construction-period alterations to a setting, such as increased noise levels or materials storage, are considered temporary, and therefore are not considered an adverse effect or a substantial adverse change to historic built resources. Adverse effects resulting from operation of the HSR would be limited to noise or vibration caused by the passing train if an aspect of its significance is derived from a quiet environment.

The following sections separately describe each construction and operational impact for the Shared Passenger Track Alternatives.

Construction Impacts

Construction of the Shared Passenger Track Alternatives has the potential to affect 8 archaeological resources and 27 built resources that are historic properties under Section 106 of the NHPA, and 8 built resources that are CEQA-only historical resources. A narrative analysis is provided for each resource, by impact, below. Impacts for archaeological resources are summarized in Table 3.17-11 and impacts for historic built resources are summarized in Table 3.17-12.

Table 3.17-11 Project Effect and Impact Summary for National Register of Historic Places and California Register of Historical Resources Eligible Archaeological Resources in the Area of Potential Effect

Primary Number/ Trinomial	Description of Resource	NEPA Effect/ CEQA Impact	Alternative/Station Option
P-19-000182/CA-LAN-182	Village of *Sejat* (multiple possible locations)	Phased	Shared Passenger Track Alternatives A and B
P-19-001575/CA-LAN-1575/H	Native American cemetery; Gabrielino village of *Yaanga*; circa 1860–1930s Chinatown; working-class neighborhood; red-light district; LAUS Passenger Terminal	No effect/no Impact	Shared Passenger Track Alternatives A and B
P-19-002121/CA-LAN-2121/H	Precontact, Protohistoric, Historic site	Phased	Shared Passenger Track Alternative B
P-19-002770/CA-LAN-2770H	Historic refuse deposit	Phased	Shared Passenger Track Alternatives A and B
P-19-003073/CA-LAN-3073H	Historic archaeological site	Phased	Shared Passenger Track Alternatives A and B
P-19-003683	Historic archaeological site	Phased	Shared Passenger Track Alternatives A and B
P-30-001712/CA-ORA-1712H	Fullerton Transit historical refuse; historic archaeological site	Phased	Fullerton HSR Station Option

Primary Number/ Trinomial	Description of Resource	NEPA Effect/ CEQA Impact	Alternative/Station Option
P-30-001724/CA-ORA-1724/H	Union Pacific Park precontact and historic archaeological site	Phased	Fullerton HSR Station Option
P-30-120020	Historic privies (outhouses) and refuse deposits	Phased	Shared Passenger Track Alternatives A and B

CEQA = California Environmental Quality Act; HSR = high-speed rail; LAUS = Los Angeles Union Station; NEPA = National Environmental Policy Act

Table 3.17-12 Historic Built Resources in the Area of Potential Effect

Map ID #	APN	Resource Name and Address	City/County	NRHP/CRHR Listing/Eligibility Status	NEPA Effect/CEQA Impact	Alternative/Station Option
8	53C-1166	1st St Bridge, over Los Angeles River	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Adverse effect/significant impact	Shared Passenger Track Alternatives A and B
18	N/A	Los Angeles River	Los Angeles Los Angeles	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
16	53C-0044	4th St Bridge, over Los Angeles River	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Adverse effect/significant impact	Shared Passenger Track Alternatives A and B
87	53C-1321	7th St Bridge, over Los Angeles River	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Adverse effect/significant impact	Shared Passenger Track Alternatives A and B
162	53C-0163	Olympic Blvd (9th St) Bridge, over Los Angeles River	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Adverse effect/significant impact	Shared Passenger Track Alternatives A and B
3967	5168002800	Southern California Gas Company Complex, N/A	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
3968	5168001004	Southern California Gas Company Administration Building, 1700 S Santa Fe Ave	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
187	53C-1375	Washington Blvd Bridge, over Los Angeles River	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
157	5168011905	AT&SF Steam Locomotive No. 3751, 2435 E Washington Blvd	Los Angeles Los Angeles	Listed in NRHP/CRHR	No effect/no impact	Shared Passenger Track Alternatives A and B
153	5168011905	AT&SF Railway Redondo Junction Yard (Historic District), 2435 E Washington Blvd	Los Angeles Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
635	6334005014	Shrimpton Manufacturing and Supply Company, 2700 S Eastern Ave	Commerce Los Angeles	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B

Map ID #	APN	Resource Name and Address	City/County	NRHP/CRHR Listing/Eligibility Status	NEPA Effect/CEQA Impact	Alternative/Station Option
643	6334005013	Western Waxed Paper Company, 2620 Commerce Way	Commerce Los Angeles	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
3208	N/A	Rio Hondo, N/A	Los Angeles Los Angeles	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
829	9369003273	Boulder Dam–Los Angeles 287.5-kV Transmission Line, eastern shoulder of the Rio Hondo River through the APE	Pico Rivera Los Angeles	Previously determined eligible for NRHP/listed in CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
2226	03025201	Val-Vita Headquarters, 1747 W Commonwealth Ave	Fullerton Orange	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
2227	03028048/ 03029021	Hunt Foods and Industries Office and Library, 1645 W Valencia Dr and 201 S Basque Ave	Fullerton Orange	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
4062	03216012	St. Mary's Catholic Church, 336 W Commonwealth Ave	Fullerton Orange	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
4053	03216005	Amerige Brothers' Realty Office, 340 W Commonwealth Ave	Fullerton Orange	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
4144	03225118	Elephant Packing House, 201 W Truslow Ave	Fullerton Orange	Listed in NRHP/CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option

Map ID #	APN	Resource Name and Address	City/County	NRHP/CRHR Listing/Eligibility Status	NEPA Effect/CEQA Impact	Alternative/Station Option
2467	03225144	Fullerton Ice Company, 112 E Walnut Ave	Fullerton Orange	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2463	03303013	Fullerton Union Pacific Railroad Depot, 100 (110) E Santa Fe Ave (former 105 W Truslow Ave)	Fullerton Orange	Listed in NRHP/CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2466	03303104	Fullerton Odd Fellows Temple, 112–114 E Commonwealth Ave	Fullerton Orange	Listed on the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2478	03303136	Pacific Electric Railway Depot, 128 (136) E Commonwealth Ave	Fullerton Orange	Previously determined eligible for the NRHP and listed on the CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2486	03303017, 03303018	Santa Fe Railway Passenger and Freight Depot, 140 E Santa Fe Ave	Fullerton Orange	Listed on the NRHP and CRHR	Not adverse/less than Significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2487	03303201	Fullerton Post Office, 202 E Commonwealth Ave	Fullerton Orange	Listed on the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2851	03715011	Anaheim Union Pacific Railroad Depot (Anaheim Union Station), 100 S Atchison St	Anaheim Orange	Newly identified as eligible for the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B

Map ID #	APN	Resource Name and Address	City/County	NRHP/CRHR Listing/Eligibility Status	NEPA Effect/CEQA Impact	Alternative/Station Option
2782	Multiple APNs	Kroeger-Melrose Historic District, Olive, Kroeger, Melrose, Broadway, and Philadelphia Streets	Anaheim Orange	Listed on the NRHP and CRHR	Not adverse/less than significant	Shared Passenger Track Alternatives A and B
CEQA-Only Historical Resources						
4067	03224124	Fullerton Dye Works, 229 W Santa Fe Ave	Fullerton Orange	Listed or designated locally	No impact	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
4068	03224117	Sanitary Laundry Building, 227 W Santa Fe Ave	Fullerton Orange	Listed or designated locally	No impact	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
4078	03224218	John Reeder Gardiner Building, 125 W Santa Fe Ave	Fullerton Orange	Listed or designated locally	No impact	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
4079	03224219	Ellingson Building, 119 W Santa Fe Ave	Fullerton Orange	Listed or designated locally	No impact	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
2468	03303105	Wilson Building, 118 E Commonwealth Ave	Fullerton Orange	Listed or designated locally	No impact	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
4082	03309110	Miller Manufacturing Building, 343 E Santa Fe Ave	Fullerton Orange	Listed or designated locally	No impact	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option

Map ID #	APN	Resource Name and Address	City/County	NRHP/CRHR Listing/Eligibility Status	NEPA Effect/CEQA Impact	Alternative/Station Option
2617	Multiple APNs	Historic Palm District, approximately La Palma Ave, Harbor Blvd, North St, and the BNSF right-of-way	Anaheim Orange	Listed or designated locally	Less than significant	Shared Passenger Track Alternatives A and B
2869	Multiple APNs	Anaheim Colony Historic District, North, South, East, West Streets	Anaheim Orange	Listed or designated locally	Less than significant	Shared Passenger Track Alternatives A and B

APE = Area of Potential Effects; APN = Assessor's Parcel Number; AT&SF = Atchison, Topeka, and Santa Fe; BNSF = BNSF Railway; CEQA = California Environmental Quality Act; CRHR = California Register of Historical Resources; HSR = high-speed rail; ID = identification; kV = kilovolt; N/A = not applicable; NEPA = National Environmental Policy Act; NRHP = National Register of Historic Places

Impact CUL-1: Disturbance of Known Archaeological Resources During Construction

Shared Passenger Track Alternative A

Five previously recorded archaeological resources have the potential to be affected and one archaeological resource does not have the potential to be affected by Shared Passenger Track Alternative A. Archaeological resources are not displayed on the APE map and are not assigned map identification numbers because of the confidential nature of archaeological resources.

P-19-000182/CA-LAN-182

This resource is the proposed location of *Sejat*, an ethnohistoric Gabrielino village. Construction of Shared Passenger Track Alternative A could potentially affect archaeological deposits associated with CA-LAN-182, specifically CA-LAN-182b, through ground-disturbing activities. Construction in the vicinity of this resource would include at-grade, elevated, and below-grade sections. Ground disturbance greater than 2 to 3 feet in depth is likely to disturb the resource. Proposed grade separations could disturb resource 19-000182/CA-LAN-182 where footings are expected to be approximately 20 feet deep and pile driving may exceed 100 feet deep. This resource has not been evaluated, so its precise location (including depth) is currently unknown. Therefore, ground-disturbing construction in this area has the potential to affect archaeological resources.

P-19-001575/CA-LAN-1575/H

This resource is a multicomponent site including a prehistoric Native American cemetery, the historic circa-1860–1930s-era Chinatown, and the subsequent residential neighborhood, which was occupied by a mixture of nationalities including Anglo and Mexican-American families. The Shared Passenger Track Alternatives–related construction activities proposed for this location consist of overhead contact system (OCS) infrastructure installed on top of a new elevated structure, which is being built as a part of the Los Angeles County Metropolitan Transportation Authority's Link Union Station project prior to HSR implementation. No ground-disturbing activities are proposed within this resource. Because no below-grade or other excavation work would occur at P-19-001575, the undertaking would have no effect on this property because the effects of the undertaking do not meet any of the criteria of adverse effects under 36 CFR Part 800.5(a)(2).

P-19-002770/CA-LAN-2770H

This resource is the site of a historic refuse deposit and a possible turn-of-the-century brothel. Review of Google Earth indicates some development has occurred on the parcel since the resource's recordation in 1999; however, additional subsurface remains may be present at depth to the west of the recorded resource boundary. Only a small portion of the eastern extent of the resource intersects with the current horizontal extent of the APE.

Construction in the vicinity of this resource would be at grade, with ground disturbance of approximately 2 to 3 feet. However, this resource has not yet been evaluated and its exact location and depth are not known. Therefore, ground-disturbing construction in this area has the potential to affect archaeological resources.

P-19-003073/CA-LAN-3073H

This resource represents the remains of Hobart Tower, which was recorded in 2001. The site record states that the tower was demolished at the surface in 2002; however, a review of aerial imagery indicates the tower is still present in April 2019 but damaged by fire. On Google Earth, the tower is present in May 2019 but removed by December 2019. The site record was prepared in November 2001 and it anticipated the removal of the tower in 2002. It is possible that subsurface components may remain in the area at depth. The site record notes the presence of P-19-002882/CA-LAN-2882, two refuse deposits dating to the 1930s and 1940s, roughly 700 feet south of the tower site; however, these are not a part of the recorded Hobart Tower site.

Construction in the vicinity of this resource would be at grade, with ground disturbance of approximately 2 to 3 feet. However, this resource has not yet been evaluated and its exact location and depth are not known. Therefore, ground-disturbing construction in this area has the potential to affect archaeological resources.

P-19-003683/CA-LAN-3683H

This resource consists of a diffuse surface scatter of domestic refuse south of Jesse Street and west of S Meyers Street. The artifact assemblage included consumer glass and ceramic items, household electrical components, architectural debris, faunal bone, and marine shell. The dates of manufacture range from 1881 to at least 1930. The artifacts were collected at the time of discovery and no updates to the site record follow the initial recording. A small outlying portion of the horizontal APE does overlap the plotted resource boundary and despite the open lot having been paved and graded during the construction of the roundabout in 2021, the potential for subsurface components of the resource remains.

Construction in the vicinity of this resource would be at grade, with ground disturbance of approximately 2 to 3 feet. However, this resource has not yet been evaluated and its exact location and depth are not known. Therefore, ground-disturbing construction in this area has the potential to affect archaeological resources.

P-30-120020

This resource consists of two privies and two refuse deposits associated with Northam Railroad Station. Only the northern quarter of the plotted resource location intersects with the current horizontal extent of the APE.

Construction in the area of this resource includes at-grade, elevated, and below-grade sections. The depth and location of this resource are not currently known because the resource has not yet been evaluated. Therefore, ground-disturbing construction in this area has the potential to affect archaeological resources.

Impact Avoidance and Minimization Features and Mitigation Measures for all Archaeological Resources

Construction of Shared Passenger Track Alternative A could potentially affect archaeological deposits associated with all archaeological resources through ground-disturbing activities. **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** will be incorporated as a part of the project, limiting the potential for impact, but not avoiding potential impacts entirely. (Refer to Section 3.17.7.1, Overview, and Appendix 2-A for full description of IAMFs.)

The Authority would implement the following three mitigation measures: **CUL-MM#1, Mitigate Adverse Effects on Archaeological and Built-Environment Resources Identified During Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Historic Built Resources in the PA and MOA**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2, Halt Work in the Event of an Archaeological Discovery and Comply with the PA, MOA, ATP, and All State and Federal Laws, as Applicable**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3, Other Mitigation for Effects on Precontact Archaeological Sites**, involving identification and treatment in accordance with agreement documents. These mitigation measures will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place, as appropriate, and are generally accepted measures to address impacts on archaeological resources.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B has the potential to affect six archaeological resources. In addition to the same five archaeological resources potentially affected by Shared Passenger Track Alternative A, previously recorded archaeological resource P-30-2121/CA-LAN-2121/H (described below) also has the potential to be affected by Shared Passenger Track Alternative B, as discussed below.

P-19-002121/CA-LAN-2121/H

P-19-002121/H was recorded as a multicomponent site consisting of a surface deposit of historic refuse and two isolated precontact flaked stone core tools. No updates to the site record follow the initial recording of this multicomponent resource; however, review of Google Earth aerial imagery reveals the site location underwent considerable changes since the 1993 recordation. By

2015, a large commercial building, 2465 15th Street, had been built, and now occupies the parcel. The majority of the plotted site does fall within the current horizontal extent of the APE; however, because of the extensive development described above, it is likely that the resource itself is no longer extant.

Construction in the vicinity of this site would be at grade, with ground disturbance of approximately 2 to 3 feet in depth. However, this site has not yet been evaluated and its exact location and depth are not known. Therefore, ground-disturbing construction in this area has the potential to affect archaeological resources.

Construction of Shared Passenger Track Alternative B could potentially affect archaeological deposits associated with this archaeological resource through ground-disturbing activities. **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** will be incorporated as a part of the project design, limiting the potential for impact, but not avoiding potential impacts entirely.

The Authority would implement **CUL-MM#1**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3**, involving identification and treatment in accordance with agreement documents. These mitigation measures will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place, as appropriate, and are generally accepted measures to address impacts on archaeological resources.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be on the same area that would be modified under the Shared Passenger Track Alternatives, where there are no known archaeological resources in the vicinity of the station area. The same IAMFs as described for Shared Passenger Track Alternative A would be incorporated into the Norwalk/Santa Fe Springs HSR Station Option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, two additional resources would be affected in the station area. Construction of the HSR platform, facilities, and parking would be on a larger area than would be modified under the Shared Passenger Track Alternatives and could include impacts on two additional previously recorded archaeological resources: P-30-001712 and P-30-001724.

P-30-001712 is the Fullerton Transit historical refuse resource. According to Mort (2010), over 200 historical artifacts were recovered from the resource, mostly from the northeastern portion of the resource. The majority of the artifacts were glass bottles, but other artifacts consisted of ceramics, bricks, horseshoes, machinery parts, butchered cow bones, and a leather shoe fragment (Mort 2010). The artifacts appeared to date from the period between approximately 1890 and the 1920s.

P-30-001724 is the Union Pacific Park archaeological resource. This resource contained the UPRR Passenger and Freight Depot and railroad tracks from circa 1920 (Gold 2013). However, at the present time no railroad structures are extant. A scatter of precontact and historic artifacts were identified during monitoring in December 2012 (Gold 2013).

Construction of the Fullerton HSR Station Option could potentially affect archaeological deposits associated with these archaeological resources through ground-disturbing activities. Incorporation of **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** are included as a part of the project design, limiting the potential for impact, but not avoiding potential impacts entirely.

The Authority would implement **CUL-MM#1**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3**, involving identification and treatment in accordance with agreement documents. These mitigation measures will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place, as appropriate, and are generally accepted measures to address impacts on archaeological resources.

CEQA Conclusion

Construction of the project could cause a potentially significant impact under CEQA because ground disturbance from construction has the potential to damage, destroy, alter, or relocate the archaeological resources to the extent that a substantial adverse change to their significance would result. **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** are included as a part of the project design, limiting the potential for impact, but not avoiding potential impacts entirely.

The Authority would implement **CUL-MM#1**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3**, involving identification and treatment in accordance with agreement documents. With the application of these mitigation measures, impacts will be reduced to less-than-significant levels under CEQA.

Section 106 Effects

The Authority will incorporate **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** into the project design to minimize impacts, and would implement **CUL-MM#1**, **CUL-MM#2**, and **CUL-MM#3** to minimize effects; however, the effects analysis for the eight known archaeological historic properties will be phased per Stipulation VI.E of the PA, because the identification process could not be completed at this time.

Impact CUL-2: Permanent Disturbance of Unknown Archaeological Resources During Construction

Shared Passenger Track Alternative A

Construction of Shared Passenger Track Alternative A could potentially affect unknown archaeological deposits from ground-disturbing activities. Unknown archaeological resources might represent the full range of precontact or historic-era activities conducted over time, including precontact lithic scatters and village sites, historic-era homestead remains, and human burials. Unknown or unrecorded archaeological resources that are not observable when conducting standard surface archaeological inspections, including subsurface buried archaeological deposits, may exist in developed or urbanized areas, or areas where permission to enter has not been granted. Construction of Shared Passenger Track Alternative A could cause an impact because ground-disturbing construction activities could result in destruction, damage, alteration, or relocation of unknown or unrecorded resources. **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** are included as a part of the project design, limiting the potential for impact, but not avoiding potential impacts entirely.

The Authority would implement **CUL-MM#1**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3**, involving identification and treatment in accordance with agreement documents. These mitigation measures will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place, as appropriate, and are generally accepted measures to address impacts on archaeological resources.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B would be similar to those described for Shared Passenger Track Alternative A, with possible impacts on additional unknown archaeological resources because the area of construction would be larger with the 15th Street light maintenance facility (LMF). Construction of Shared Passenger Track Alternative B could cause

an impact because ground-disturbing construction activities could result in destruction, damage, alteration, or relocation of unknown or unrecorded resources. **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** are included as a part of the project design, limiting the potential for impact, but not avoiding potential impacts entirely.

The Authority would implement **CUL-MM#1**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3**, involving identification and treatment in accordance with agreement documents. These mitigation measures will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place, as appropriate, and are generally accepted measures to address impacts on archaeological resources.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be on the same area that would be modified under the Shared Passenger Track Alternatives, and would potentially affect unknown archaeological resources in the same area. The same IAMFs and mitigation measures would be included for the station as described for Shared Passenger Track Alternative A.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be on a larger area than would be modified under the Shared Passenger Track Alternatives, and could potentially affect additional unknown archaeological resources. The same IAMFs and mitigation measures would be included for the station as described for Shared Passenger Track Alternative A.

CEQA Conclusion

CUL-IAMF#1, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** are included as a part of the project design, limiting the potential for impacts, but not avoiding potential impacts entirely. The impact under CEQA could remain potentially significant because ground-disturbing construction activities in connection with the project could result in destruction, damage, alteration, or relocation of unknown or unrecorded resources. Destruction or damage to an unknown resource without evaluation and appropriate treatment would result in the loss of important information, thereby diminishing the resource's integrity and resulting in a significant impact under CEQA. The Authority would implement **CUL-MM#1**, involving implementation of stipulations included in the PA and MOA; **CUL-MM#2**, calling for construction work to stop in the event of an archaeological discovery and compliance with applicable agreement documents and laws; and **CUL-MM#3**, involving identification and treatment in accordance with agreement documents. These mitigation measures will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place as appropriate and are generally accepted measures to address impacts on archaeological resources. Implementation of these mitigation measures will reduce the impacts on unknown archaeological resources during project construction. Therefore, the impact under CEQA would be less than significant.

Section 106 Effects

CUL-IAMF#1, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, and **CUL-IAMF#5** are incorporated into the project design to minimize impacts. Implementation of **CUL-MM#1**, **CUL-MM#2**, and **CUL-MM#3** as described above will minimize effects, but the Authority nevertheless assumes that an adverse effect on unknown resources would result. Mitigation measures and treatments as described in the MOA will resolve adverse effects under Section 106.

Impact CUL-3: Permanent Demolition, Destruction, Relocation, or Alteration of Historic Architectural Built Resources or Setting During Construction

Shared Passenger Track Alternative A

Construction impacts related to the permanent disturbance of historic built resources or their setting from demolition, destruction, relocation, or alteration for 35 historic built resources within the project section are discussed below.

Los Angeles River (Map ID #18)

Shared Passenger Track Alternative A would neither encroach on nor cause physical destruction of, damage to, or alterations of this property. Construction in the vicinity would be confined to the railroad right-of-way along the western side of the river and a traction power substation on the eastern side of the river, south of Washington Boulevard and west of Soto Street. No changes would be made to the existing tracks in this area, except for the addition of OCS poles, which would be applied to the existing track. No alterations would take place to the channelized Los Angeles River.

The river's significance is rooted in its community planning and engineering, and its setting is not a character-defining feature of the historic property. Nonetheless, the railroad infrastructure and industrial properties surround the river, and have since well before its channelization; the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting of the Los Angeles River. Shared Passenger Track Alternative A would not, therefore, result in effects on the Los Angeles River with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Although the historic property and its character-defining features are not anticipated to be affected by the project, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These include inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

First Street (Map ID #8), Fourth Street (Map ID #16), Seventh Street (Map ID #87), and Olympic Boulevard (Map ID #162) Bridges

Shared Passenger Track Alternative A would encroach on the First, Fourth, and Seventh Street Bridges and the Olympic Boulevard Bridge, and would cause physical alteration of these historic properties.

Construction would include relocation of existing freight rail and construction of new track beneath the bridges, installation of OCS poles and catenary line along the existing railroad alignment beneath the bridges, drainage basin construction beneath the bridges, and installation of protective barriers on top of the bridge to prevent people and objects from encroaching on the right-of-way below. A wire for OCS components may be attached to the bridges' undersides. Protective barriers are required on highway, roadway, freight, and pedestrian structures that cross over the HSR tracks. Providing a solid barrier on these structures where they cross over the electrified components of the system is critical for the safe operation of the train and the protection of both passengers and rail employees. Solid barriers on these overcrossings are required to extend to the edge of the rail right-of-way or 30 feet from the centerline of the outermost track, whichever is greater, at a minimum height of 8 feet.

The bridges' significance is rooted in their architecture. Project design elements with potential to physically affect the bridges include OCS-associated wire that may be attached to each of the bridges' undersides and installation of protective barriers on top of the bridges to prevent objects and people from entering the right-of-way. The installation of OCS wire would represent a minimal physical alteration that would not affect the bridges' integrity of design, workmanship, or materials. The protective barriers, however, would introduce a visual intrusion that is incompatible with the bridges' designs. The barriers would be so incompatible with the bridges' original designs that an impact would occur.

Project design components have been included to address accidental damage to cultural resources during construction. These include inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**), mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**), a preconstruction conditions assessment for protection and inadvertent damage (**CUL-IAMF#6**), preparation of a monitoring plan for ground-disturbing activities within 1,000 feet of a historic property (**CUL-IAMF#7**), and implementation of protection or stabilization measures (**CUL-IAMF#8**). **CUL-MM#12, Design Review for Protective Barriers**, seeks to address consultation with SHPO and other Consulting Parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts. Therefore, Shared Passenger Track Alternative A would result in effects on the First, Fourth, and Seventh Street Bridges and the Olympic Boulevard Bridge with the potential to diminish the character-defining features that express the properties' significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Southern California Gas Company Complex (Map ID #3967)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Construction would be confined to the railroad right-of-way, approximately 900 feet east of the historic property boundary. No changes would be made to the existing tracks in this area, except for the addition of OCS poles. No alterations would be made to the four-building complex. In addition, views to or from the property are not a character-defining feature of the property. The project would not, therefore, result in effects on the Southern California Gas Company Complex with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The property is over 900 feet away from construction activities and would not be affected by the project under Shared Passenger Track Alternative A.

Southern California Gas Company Administration Building (Map ID #3968)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Construction would be confined to the railroad right-of-way, over 1,000 feet east of the historic property boundary. No changes would be made to the existing tracks in this area, except for the addition of OCS poles. No alterations would be made to the administration building. In addition, views to or from the property are not a character-defining feature of the property. The project would not, therefore, result in effects on the Southern California Gas Company Administration Building with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The property is over 1,000 feet away from construction activities and would not be affected by the project under Shared Passenger Track Alternative A.

Washington Boulevard Bridge (Map ID #187)

Shared Passenger Track Alternative A would not encroach on this historic property and would not require construction activities that would cause physical alteration of this historic property. Actions near the Washington Boulevard Bridge would consist of installation of poles and catenary line on an existing railroad viaduct elevated above Washington Boulevard, west of the Washington Boulevard Bridge. A traction power substation would be built on the southern side of Washington Boulevard, east of the Los Angeles River channel; the power would connect to the alignment south of the traction power substation approximately 550 feet from the bridge.

The bridge's significance is rooted in its architecture and engineering, and the industrial setting is not a character-defining feature of the historic property. New infrastructure associated with the project would be installed on an existing railroad viaduct, above the Washington Boulevard Bridge and southeast of the viaduct. The setting is industrial with railroad infrastructure, power lines, and other types of industrial properties.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These include inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Shared Passenger Track Alternative A would not, therefore, result in effects on the Washington Boulevard Bridge with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Atchison, Topeka and Santa Fe Steam Locomotive No. 3751 (Map ID #157)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Construction would be confined to the railroad right-of-way east of Redondo Junction Yard, which is assumed to house the locomotive. No changes would be made to the existing tracks in this area, except for the addition of OCS poles. No alterations would take place in the yard or to the locomotive.

The locomotive's significance is rooted in its transportation association and engineering, and its setting is not a character-defining feature of the historic property. Moreover, it is a movable object; its significance is not tied to its location. Nevertheless, the railroad infrastructure and industrial properties surround the yard; the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting of a locomotive. Shared Passenger Track Alternative A would not, therefore, result in effects on the AT&SF Steam Locomotive No. 3751 with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Project design components have been included to address accidental damage to cultural resources during construction. These include inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Atchison, Topeka and Santa Fe Railway Redondo Junction Yard (Map ID #153)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Construction would be confined to the railroad right-of-way east of Redondo Junction Yard. No changes would be made to the existing tracks in this area, except for the addition of OCS poles. No alterations would take place in the yard.

The yard's significance is rooted in its transportation associations, architecture, and engineering, and its setting is not a character-defining feature of the historic property. Nevertheless, railroad infrastructure and industrial properties surround the yard; the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting of the yard. Shared Passenger Track Alternative A would not, therefore, result in effects on the AT&SF Redondo Junction Yard with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Project design components have been included to address accidental damage to cultural resources during construction. These include inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Shrimpton Manufacturing and Supply Company (Map ID #635)

Shared Passenger Track Alternative A would encroach on this historic property's legal parcel boundary, but not require any construction activities that would cause physical destruction of, damage to, or alteration of the historic property. Approximately 225 feet south of the rear of the building, construction activity would include at-grade freight rail relocation, utility relocation, and construction of elevated track that would consist of concrete columns and concrete box girders, either cast-in-place or precast, and OCS poles and catenary line. The elevated track structure would reach heights of up to 65 feet west of S Eastern Avenue and begin descending in height in

the vicinity of the Shrimpton Manufacturing and Supply Company building. Most of the proposed construction would take place along the existing railroad alignment; however, the project footprint includes utility relocations at the southeast corner of the Shrimpton Manufacturing and Supply Company's parcel.

Although encroaching on the parcel, the proposed construction would take place within a paved parking lot at a location approximately 200 feet from the building. The architecturally significant entry and office portion of the property are oriented to the northwest and away from the proposed trackwork. Project construction would not alter the office front or other portion of the main building, and the two ancillary buildings in the southern portion of the property do not contribute to the historic property. The introduction of an elevated track structure would alter the property's setting at the rear of the building. However, setting is not a character-defining feature of the historic property. Although the elevated track structure would be partially visible from vantage points near the curving front of the building, along S Eastern Avenue and Commerce Way, the structure would not obscure views of the building's character-defining architectural features along S Eastern Avenue and Commerce Way. No aspect of the property's character-defining architecturally significant features would be altered, damaged, or destroyed by project construction, nor would construction permanently alter the building's setting or its use. Shared Passenger Track Alternative A would not, therefore, result in effects on the Shrimpton Manufacturing and Supply Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Although the historic property's character-defining features are at a safe distance from construction areas, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Western Waxed Paper Company (Map ID #643)

Shared Passenger Track Alternative A would encroach on this historic property's parcel but not require any construction activities that would cause physical destruction of, damage to, or alteration of the Western Waxed Paper Company building. Project activities in the vicinity of the building would include at-grade freight rail relocation and construction of elevated track that would consist of concrete columns and concrete box girders, either cast-in-place or precast, and OCS poles and catenary line. Aligned within 60 feet of the building's southern elevation, the elevated track structure would reach heights of up to 65 feet west of S Eastern Avenue and descend in height in the vicinity of the Western Waxed Paper Company building.

Construction activity would not affect the building and the architecturally significant entry and office portion of the building are over 750 feet north of the of the property's southern edge. Utility relocations would occur at the parcel's southwest corner, and existing railroad line relocated slightly north of its current alignment would result in a sliver acquisition at the far southern edge of the property, but the construction associated with these encroaching project elements would not affect the building. The introduction of an elevated track structure would alter the property's setting at the rear of the building. However, the setting is not a character-defining feature of the historic property. The elevated structure could be partially visible from vantage points near the building's primary elevation along Commerce Way and Sheila Street, but the structure would not obscure views of the building's character-defining architectural features. Shared Passenger Track Alternative A would not cause physical destruction of, damage to, or alteration of this historic property. The project would not, therefore, result in effects on the Western Waxed Paper Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Although the historic property's character-defining features are at a safe distance from construction areas, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These IAMFs include a geospatial data layer depicting the

location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Rio Hondo (Map ID #3208)

Shared Passenger Track Alternative A would encroach on this historic property, but construction would occur at existing rail infrastructure, which was present before the Rio Hondo channel's construction. Project improvements at the Rio Hondo would include widening of an existing railroad bridge on Sycamore Street/Rivera Road with new piers and abutments within the channel and installation of HSR track, OCS poles, and catenary lines on the altered bridge. Project construction would require alteration to a very small portion of the Rio Hondo, an extensive linear channel. The Rio Hondo is not individually eligible for the NRHP but rather is a contributing feature to a much wider network of flood control channels that form a potential, but unevaluated, historic district. The bridge that would be modified does not contribute to the channel's significance. The alteration of a small portion of a contributing element would not have an impact on the historic district, which consists of multiple channels and dam structures. Shared Passenger Track Alternative A would not, therefore, result in effects on the Rio Hondo flood control channel with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Boulder Dam–Los Angeles Transmission Line (Map ID #829)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, which is hundreds of miles long. Project improvements in the immediate vicinity of the transmission line would be limited to at-grade construction of new track and freight rail relocation and installation of OCS poles and catenary lines. The transmission line's nearest towers are approximately 250 feet southwest and 350 feet northeast of the existing rail right-of-way.

Shared Passenger Track Alternative A would not result in the removal of, the physical destruction of, or damage to character-defining features in the vicinity of the APE such as transmission towers. Shared Passenger Track Alternative A would not, therefore, result in effects on the Boulder Dam–Los Angeles Transmission Line with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Val-Vita Headquarters (Map ID #2226)

Shared Passenger Track Alternative A would encroach on this historic property but would not affect the historic property's character-defining features that convey significance. The project would include utility relocations within Brookhurst Street west of the Val-Vita Food Processing Company Headquarters property. At-grade freight rail relocation and construction of new track, OCS poles, and catenary line would occur along the railroad alignment immediately north of the property. A 100-foot-high radio tower would be built on a property immediately west of the dead-end portion of Brookhurst Street west of the property and north of Commonwealth Avenue. The northwestern portion of the property to the rear of the headquarters building would be subject to a partial acquisition to accommodate development of new parking area in the dead-end portion of Brookhurst Street and installation of an OCS pole at the edge of the property.

The property's significance is rooted in its architecture. The setting is not a character-defining feature of this historic property, which has been adjacent to an active railroad corridor since its

construction in 1938. The introduction of the radio tower, OCS poles, and catenary line would not block views of the building's primary elevation from W Commonwealth Avenue and Brookhurst Street. The project does not propose any permanent physical alterations to the Val-Vita Headquarters building. Shared Passenger Track Alternative A would not, therefore, result in effects on the Val-Vita Headquarters with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**), mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**), preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**).

Hunt Foods and Industries Office and Library (Map ID #2227)

Shared Passenger Track Alternative A would encroach on this historic property, but not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. No construction except for minor utility relocation is proposed on the Hunt Foods and Industries property. Construction to be undertaken in the vicinity of the Hunt Foods and Industries property would include utility relocations, road construction, and installation of a 100-foot-high radio tower immediately west of Brookhurst Street north of Commonwealth Avenue; at-grade freight rail relocation and construction of new track, OCS poles, and catenary line along the existing railroad alignment to the north of the property; construction of a new bridge to carry rail traffic over Commonwealth Avenue at the site of the existing railroad bridge immediately north of the property; and drainage construction just north of the property boundary to north of the library building. The existing grade of Commonwealth Avenue to the north of the property would be lowered. No branches would be removed from trees on the property; however, a dense line of mature trees just beyond the northern property line could be subject to branch removal and foliage shaving so that no tree elements have potential to touch OCS elements along the new HSR tracks.

Shared Passenger Track Alternative A would not damage, remove, or directly alter the physical characteristics of the office building, library, pavilion (between the office and library buildings), walkways, or landscaping to the south of the property's northern edge. Buildings and hardscape elements of the designed landscape would retain their current integrity of design, workmanship, and materials. The property's landscape design makes it potentially sensitive in terms of overall setting. Trees across the northern edge of the property help separate it visually from the built environment to the north; however, project construction would not result in visual alterations or atmospheric changes to the area north of the property that could adversely affect the property by altering its setting. Shared Passenger Track Alternative A would not, therefore, result in effects on the Hunt Foods and Industries Office and Library with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

St. Mary's Catholic Church (Map ID #4062)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Project activities in the vicinity of the property would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing, approximately 400 feet south of the church

building. These project activities would not damage, remove, or directly alter the character-defining architectural features that convey the church's significance. Elements of this project construction may be minimally visible to the church's rear from limited vantage points at the church and along W Commonwealth Avenue near the church's front elevation. However, the property's significance is rooted in its architecture, and it would retain the urban quality of its overall setting. Shared Passenger Track Alternative A would not, therefore, result in effects on St. Mary's Catholic Church with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Although the historic property's character-defining features are at a safe distance from construction areas, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Amerige Brothers' Realty Office (Map ID #4053)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Project activities in the vicinity of the property would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing, approximately 440 feet south of the building. These project elements would not physically alter the character-defining architectural features that convey the building's significance or substantially alter the building's immediate park setting. Nonetheless, the park setting is not a character-defining feature because the property is eligible for the NRHP/CRHR under Criteria A/1 with Criterion Consideration B as a relocated resource. Shared Passenger Track Alternative A would not, therefore, result in effects on the Amerige Brothers' Realty Office with potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Although the historic property's character-defining features are at a safe distance from construction areas, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Elephant Packing House (Map ID #4144)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. Project activities in the vicinity of the property would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing, approximately 230 feet north of the packing house building. Intervening light-industrial properties are situated between the packing house and the railroad alignment. These project activities would not physically alter any of the character-defining architectural features that convey the Elephant Packing House's significance. No element of Shared Passenger Track Alternative A would significantly alter the historic property's existing light-industrial and residential setting. Shared Passenger Track Alternative A would not, therefore, result in effects on the Elephant Packing House with potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Fullerton Ice Company (Map ID #2467)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. However, construction would occur adjacent to the building. Project construction consists of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing. The building faces E Walnut Avenue, which would be narrowed along its northern side where permanent construction would occur approximately 40 feet north of the Fullerton Ice Company's historic property boundary.

The Fullerton Ice Company's significance is rooted in its association with the early-twentieth-century refrigeration industry; railroad infrastructure in the vicinity is part of its historic setting. Although not historic railroad features, the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting. The enhanced sidewalk improvements and parking would be approximately 40 feet from the Fullerton Ice Company, and the building's connection to the street and railroad infrastructure would remain present. Shared Passenger Track Alternative A would not require permanent physical alterations of the building. Shared Passenger Track Alternative A would not, therefore, result in effects on the Fullerton Ice Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**), and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Given the shallow setback of the historic property, preconstruction survey and repair of inadvertent damage (**CUL-IAMF#6**) would further protect against inadvertent damage to the character-defining features of the Fullerton Ice Company.

Fullerton Union Pacific Railroad Depot (Map ID #2463)

Shared Passenger Track Alternative A would neither encroach on this historic property's historic property boundary nor require any alterations that could cause physical destruction of, damage to, or alteration of the Fullerton UPRR Depot. Project activities adjacent to the building's parcel would be limited to utility relocations south of the building and widening of the existing railroad alignment. Project construction within the widened railroad alignment, which would extend within approximately 15 feet of the Fullerton UPRR Depot's southern elevation. Other construction activities would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing. The S Harbor Boulevard undercrossing approximately 30 feet southwest of the building would also be altered. The nearest roadway construction would occur south of the existing railroad alignment along Walnut Avenue on the eastern side of Harbor Boulevard approximately 160 feet south of the depot building.

The Fullerton UPRR Depot's significance is rooted in its architecture and its importance to the history of transportation. Its spatial relationship to the existing railroad line is the most important aspect of its setting. The introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting, and no element of the project would block views of the depot building's south-facing primary elevation. Shared Passenger Track Alternative A would not require permanent physical alterations of the building. Shared Passenger Track Alternative A would not, therefore, result in effects on the Fullerton UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the

location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Fullerton Odd Fellows Temple (Map ID #2466)

Shared Passenger Track Alternative A would not encroach on this historic property's parcel and would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The nearest project-related construction would involve utility relocations approximately 200 feet south of the Fullerton Odd Fellows Temple building. Other construction associated with the project would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing approximately 400 feet south of the building.

The Odd Fellows Temple's significance is rooted in its associations with the social history of voluntary associations and local commercial development. Although the downtown Fullerton setting and location are character-defining features of the property, the majority of the building's character-defining features are at the primary elevation, which faces north to Commonwealth Avenue. The structures built as part of the project design would not be visible from the front of the building, and the project would not require permanent physical alterations of the building. Shared Passenger Track Alternative A would not, therefore, result in effects on the Fullerton Odd Fellows Temple with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Pacific Electric Railway Depot (Map ID #2478)

Shared Passenger Track Alternative A would not encroach on this historic property's parcel and would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The nearest project-related construction would involve utility relocations approximately 240 feet southwest of the depot building. Other construction associated with the project would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing approximately 400 feet south of the property.

The Pacific Electric Railway Depot's significance is rooted in its architecture and its associations with the histories of transportation, commerce, and community development in Fullerton. The downtown Fullerton setting and the building's location near a longstanding railroad corridor are character-defining features of the property. However, the introduction of OCS poles and catenary lines several hundred feet south of the property would not be out of character with existing conditions in the setting of the yard. Shared Passenger Track Alternative A would not obstruct views of the building's character-defining architectural features, and the project would not physically alter the depot building in any way. Shared Passenger Track Alternative A would not, therefore, result in effects on the Pacific Electric Railway Depot's significance with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Santa Fe Railway Passenger and Freight Depot (Map ID #2486)

Shared Passenger Track Alternative A would encroach on this historic property's parcel but not on its historic property boundary, which is the building's footprint. Shared Passenger Track

Alternative A would not require any demolition or other physical alterations of this building. Construction associated with the project would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing adjacent to the building. Roadway and drainage basin construction would also occur south of the existing railroad alignment along Walnut Avenue on the eastern side of Harbor Boulevard. The Santa Fe Railway Passenger and Freight Depot's significance is rooted in its architecture and its association with histories of agriculture, industry, and transportation in Fullerton. Its spatial relationship to the existing railroad line is the most important aspect of its setting. The introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting. Although those project elements would alter views of the building's southern elevation from vantage points across the railroad alignment from the building, the southern elevation's character-defining features would remain visible from vantage points across the alignment. Shared Passenger Track Alternative A would not require permanent physical alterations to the building. Shared Passenger Track Alternative A would not, therefore, result in effects on the Santa Fe Railway Passenger and Freight Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Fullerton Post Office (Map ID #2487)

Shared Passenger Track Alternative A would not encroach on this historic property's parcel and would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property. The nearest project construction would take place at the existing railroad alignment, approximately 370 feet south of the post office building, and south of an existing parking structure situated between the post office and a parking lot immediately north of the railroad alignment. Other construction associated with the project would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, building a new center platform and a new pedestrian undercrossing, and building new drainage features.

The Fullerton Post Office's significance is rooted in its exterior architecture and interior mural. The setting is not a character-defining feature of the property. Views of the post office's street-fronting western and northern elevations along S Pomona Avenue and E Commonwealth Avenue would not be obscured by any elements of the project, and Shared Passenger Track Alternative A would not require any permanent physical alterations of the building. Shared Passenger Track Alternative A would not, therefore, result in effects on the Fullerton Post Office with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Anaheim Union Pacific Railroad Depot (Anaheim Union Station) (Map ID #2851)

Shared Passenger Track Alternative A would not encroach on this relocated historic property's parcel. Construction activities in the vicinity of the property would consist of installation of OCS poles and catenary line along the existing railroad alignment east of the building.

The Anaheim UPRR Depot's significance is rooted in its architecture. The setting is not a character-defining feature of the historic property. No elements of the project would obscure views of the building's primary elevation, which faces west away from the existing railroad

alignment and toward E Center and S Atchison Streets. Shared Passenger Track Alternative A would not require any permanent physical alterations to the building. The project would not, therefore, result in effects on the Anaheim UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Kroeger-Melrose Historic District (Map ID #2782)

Shared Passenger Track Alternative A would not encroach on this residential historic district and would not require any construction activities that would cause physical destruction of, damage to, or alteration of properties that contribute to the district. Project construction in the vicinity of the historic district would consist of OCS poles and catenary line within the existing railroad alignment approximately 300 feet east of the nearest properties that contribute to the district.

The Kroeger-Melrose Historic District's significance is rooted in its architecture and its association with the founding and early development of Anaheim. Because the nearest construction would take place 300 feet east of the district's nearest contributing properties, Shared Passenger Track Alternative A would not adversely affect the district by substantially altering its setting. No elements of Shared Passenger Track Alternative A would obscure views within the district of residences that contribute to the district. Shared Passenger Track Alternative A would not require any permanent physical alterations of district contributors. The project would not, therefore, result in effects on the Kroeger-Melrose Historic District with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)).

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Fullerton Dye Works at 229 W Santa Fe Avenue (Map ID #4067)

The Fullerton Dye Works at 229 W Santa Fe Avenue does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on this historical resource's parcel. The nearest project construction would take place at the existing railroad alignment, approximately 250 feet south of the resource, and south of an existing five-story building situated between the Fullerton Dye Works and the railroad alignment. This project construction would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing.

The significance of the Fullerton Dye Works building is rooted in its architecture and its association with the pre-World War II development of Fullerton. Although the downtown Fullerton setting and location are character-defining features of the property, structures built as part of the project would not be visible from the front of the building and would therefore not substantially alter its setting, and Shared Passenger Track Alternative A would not require any physical alterations of the building itself. The project would not, therefore, result in impacts with the potential to diminish the character-defining features that express this historical resource's significance and integrity. IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Sanitary Laundry Building at 227 W Santa Fe Avenue (Map ID #4068)

The Sanitary Laundry Building at 227 W Santa Fe Avenue is a commercial building that does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on this historical resource's parcel. Project construction in the vicinity of the building would take place at the existing railroad alignment, approximately 250 feet south of the resource and south of an existing five-story building situated between the Sanitary Laundry Building and the railroad alignment. This project construction would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing.

The significance of the Sanitary Laundry Building is rooted in its architecture and its association with the pre-World War II development of Fullerton. Although the downtown Fullerton setting and location are character-defining features of the property, structures built as part of the project design would not be visible from the front of the building and would therefore not substantially alter its setting, and the project would not require any physical alterations of the building itself. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express this historical resource's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

John Reeder Gardiner Building at 125 W Santa Fe Avenue (Map ID #4079)

This brick masonry commercial building does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on the resource's parcel. Project construction in the vicinity of the building would take place approximately 230 feet south of the resource. This project construction would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing. A large, two-story parking structure is situated between the John Reeder Gardiner Building and the existing railroad alignment where project construction would take place.

The significance of the John Reeder Gardiner Building is rooted in its architecture and its association with the pre-World War II development of Fullerton. Although the downtown Fullerton setting and location are character-defining features of the property, OCS poles and catenary lines, built as part of the project design, would not be visible from the front of the building and would therefore not alter its setting. Shared Passenger Track Alternative A would not require any physical alterations of the building itself. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express this historical resource's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Ellingson Building at 119 W Santa Fe Avenue (Map ID #4079)

The Ellingson Building at 119 W Santa Fe Avenue is a commercial building that does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on the resource's parcel. Project construction in the vicinity of the building would take place

approximately 230 feet south of the resource at the existing railroad alignment. This project construction would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing. A large, two-story parking structure is situated between the Ellingson Building and the existing railroad alignment.

The significance of the Ellingson Building is rooted in its architecture and its association with the pre-World War II development of Fullerton. Although the downtown Fullerton setting and location are character-defining features of the property, OCS poles and catenary lines, built as part of the project design, would not be visible from the front of the building and would therefore not alter its setting. Shared Passenger Track Alternative A would not require any physical alterations of the building itself. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express this historical resource's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Wilson Building at 118 E Commonwealth Avenue (Map ID #2468)

The Wilson Building at 118 E Commonwealth Avenue does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on this historical resource's parcel. Project construction in the vicinity of the building would involve utility relocations approximately 200 feet south of the Wilson Building. Other construction associated with the project would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing approximately 400 feet south of the property.

The significance of the Wilson Building is rooted in its architecture and its association with the pre-World War II development of Fullerton. Although the downtown Fullerton setting and location are character-defining features of the property, OCS poles and catenary lines, built as part of the project design, would not be visible from the front of the building and would therefore not alter its setting. Shared Passenger Track Alternative A would not require any physical alterations of the building itself. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express this historical resource's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Miller Manufacturing Building at 343 E Santa Fe Avenue (Map ID #4082)

The brick masonry Miller Manufacturing Building at 343 E Santa Fe Avenue does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on the resource's parcel. Project construction in the vicinity of the building would take place approximately 230 feet south of the building at the existing railroad alignment. Construction would consist of adding a fourth mainline at-grade track, installing OCS poles and catenary lines, removing the existing side passenger rail platforms on the south side of the corridor and the existing pedestrian bridge, and building a new center platform and a new pedestrian undercrossing. A five-story multifamily residential building is situated between the Miller Manufacturing Building and the railroad alignment.

The significance of the Miller Manufacturing Building is rooted in its architecture and its association with the pre-World War II development of Fullerton. Although the downtown Fullerton setting and location are character-defining features of the property, OCS poles and catenary lines, built as part of the project design, would not be visible from the front of the building and would therefore not alter its setting. Shared Passenger Track Alternative A would not require any physical alterations of the building itself. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express this historical resource's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Historic Palm District (Map ID #2617)

This historic district does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Shared Passenger Track Alternative A would not encroach on the historic district's boundaries. Construction in the vicinity of the historic district would consist of OCS poles and catenary line installation within the existing railroad alignment on the eastern side of the district boundaries.

The significance of the Historic Palm District is rooted in its residential architecture. Project construction would not take place in the vicinity of any residences that contribute to the historic district. Although OCS poles and catenary lines in the right-of-way may be visible from within the district boundaries, residences of the Historic Palm District, contributing or otherwise, are buffered by two parallel lots of noncontributing commercial development and parking areas totaling approximately 97 feet in width. Shared Passenger Track Alternative A would not physically alter any properties that contribute to the historic district because work is confined to the right-of-way and would not substantially alter any of those properties' immediate settings. The district's setting composed of revival-style residences built before 1949 and postwar infill would remain unaltered. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express the Historic Palm District's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Anaheim Colony Historic District (Map ID #2689)

This historic district does not qualify as a historic property for the purposes of Section 106 and NEPA but does qualify as a historical resource under CEQA. Project construction would occur within the existing railroad right-of-way, which is aligned through the boundaries of the Anaheim Colony Historic District. The project would introduce OCS poles and catenary line within the existing railroad alignment.

The significance of the Anaheim Colony Historic District is rooted in the architecture of residences that contribute to the district. The overall setting of the district, which includes numerous noncontributing buildings and examples of development over the course of over a century, is not a character-defining feature of the historic district. Shared Passenger Track Alternative A would not physically alter any properties that contribute to the historic district. Shared Passenger Track Alternative A would not, therefore, result in impacts with the potential to diminish the character-defining features that express the Anaheim Colony Historic District's significance and integrity.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Shared Passenger Track Alternative B

Construction of Shared Passenger Track Alternative B would result in the same effects on the most of the 35 historic built resources discussed above under Shared Passenger Track Alternative A, except with respect to the 4 historic built resources described below. Construction of Shared Passenger Track Alternative B would result in additional effects on one of these four historic built resources and different effects on three of these historic built resources.

Olympic Boulevard (Ninth Street) Bridge (Map ID #162)

Shared Passenger Track Alternative B would encroach on this historic property and require construction activities that have the potential to cause physical destruction of this historic property. Construction of the 15th Street LMF would require three yard lead tracks to be built beneath the Olympic Boulevard Bridge. Each lead track would be built between piers supporting the bridge's superstructure, and, to accommodate the necessary vertical clearance between the lead tracks and the bridge, the lead tracks would need to be lowered below existing grade and each would be within a shallow trench. The trenches would require excavations up to 15 feet deep between the existing piles. Trenching would include sheet piles, excavation, cast-in-place reinforced-concrete U-trenches, ballast, and track. As with Shared Passenger Track Alternative A, catenary lines may also be attached to the bridge and barriers would be placed atop the bridge; barriers would result in an adverse effect. Excavation for the 15th Street LMF yard lead tracks has the potential to cause additional permanent damage, destruction, or alteration of the historic property.

The Olympic Boulevard Bridge's significance is rooted in its architecture, and its setting is not a character-defining feature of the historic property. Railroad tracks, that predate the bridge's 1925 build date, already pass beneath the western side of the bridge. The introduction of three lead tracks to access a nearby LMF site does not change the character of the setting, which is already industrial.

Shared Passenger Track Alternative B will incorporate **CUL-IAMF#1, CUL-IAMF#2**, **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8**, and would implement **CUL-MM#12**, which will avoid or minimize destruction or damage to the bridge. However, even with the incorporation and implementation of these IAMFs and mitigation, Shared Passenger Track Alternative B would result in an adverse effect on the Olympic Boulevard Bridge (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Southern California Gas Company Complex (Map ID #3967)

Shared Passenger Track Alternative B would neither encroach on this historic property nor require construction activities that would cause physical destruction of this historic property. Construction of the 15th Street LMF would require the demolition of multiple parcels south of E Olympic Boulevard, east of S Santa Fe Avenue, north and east of 15th Street, north of E Washington Boulevard, and west of the existing railroad right-of-way and Redondo Junction Yard, including portions of the property in the immediate vicinity of the Southern California Gas Company Complex. Construction in the vicinity of the complex would include a six-track shop building, outdoor storage capacity for twenty 704-foot-long train sets, a train washer, right-of-way access loading bays and storage tracks for crews, one 30,000-square-foot building, 150 parking spaces, and access points for semitrucks and employees. The shop building and storage tracks would be parallel to and just west of Redondo Junction Yard. However, demolition and construction activities would take place approximately 220 feet from the Southern California Gas Company Complex's historic property boundary. No demolition, destruction, relocation, or alterations would be made to the Southern California Gas Company Complex.

The complex's significance is rooted in its architecture, and its setting is not a character-defining feature of the historic property. However, the demolition of buildings adjacent to the Southern California Gas Company Complex and the construction of new railroad-related facilities in their place would encroach on the Southern California Gas Company Complex's setting. Nonetheless, the complex's architectural significance and its character-defining features would remain intact and undisturbed as the result of Shared Passenger Track Alternative B.

Shared Passenger Track Alternative B would incorporate **CUL-IAMF#1** and **CUL-IAMF#2** to avoid inadvertent destruction. Shared Passenger Track Alternative B would result in no adverse effects on the Southern California Gas Company Complex with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Southern California Gas Company Administration Building (Map ID #3968)

Shared Passenger Track Alternative B would neither encroach on this historic property nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, including portions of the former Southern California Gas Company property east of the historic property. Construction of the LMF would include a six-track shop building, outdoor storage capacity for twenty 704-foot-long train sets, a train washer, right-of-way access loading bays and storage tracks for crews, one 30,000-square-foot building, 150 parking spaces, and access points for semitrucks and employees. The shop building and storage tracks would be parallel to and just west of Redondo Junction Yard. Other project elements would be across the former Southern California Gas Company property (now Waste Management) and other nearby properties. However, demolition and construction activities would take place approximately 330 feet from the Southern California Gas Company Administration Building's historic property boundary. No demolition, destruction, damage, or alterations would be made to the Southern California Gas Company Administration Building.

The building's significance is rooted in its architecture, and its setting is not a character-defining feature of the historic property. However, the demolition of buildings associated with Southern California Gas Company, although not found to be historic properties, and the construction of new railroad-related facilities in their place would encroach on the Southern California Gas Company Administration Building's setting. Nonetheless, the administration building's architectural significance and its character-defining features would remain intact and undisturbed as the result of Shared Passenger Track Alternative B.

IAMFs will be included to address accidental damage to cultural resources during construction, including the creation of a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Shared Passenger Track Alternative B would, therefore, result in no adverse effects on the Southern California Gas Company Administration Building with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv).

Atchison, Topeka and Santa Fe Railway Redondo Junction Yard District (Map ID #153)

Shared Passenger Track Alternative B would neither encroach on this historic property nor require construction activities that would cause physical destruction of this historic property. Construction of the 15th Street LMF would require the demolition of multiple parcels south of E Olympic Boulevard, east of S Santa Fe Avenue, north and east of 15th Street, north of E Washington Boulevard, and west of the existing railroad right-of-way and Redondo Junction Yard. Construction would include a six-track shop building, outdoor storage capacity for twenty 704-foot-long train sets, a train washer, right-of-way access loading bays and storage tracks for crews, one 30,000-square-foot building, 150 parking spaces, and access points for semitrucks and employees. The shop building and storage tracks would be parallel to and just west of Redondo Junction Yard. No alterations would take place in the yard.

The yard's significance is rooted in its transportation associations, architecture, and engineering, and its setting is not a character-defining feature of the historic property. Nevertheless, railroad infrastructure and industrial properties surround the yard; the introduction of track, a shop building, OCS poles, and catenary lines in the immediate vicinity would not be out of character with existing conditions in or surrounding the yard. The yard is inaccessible to the public, and views onto the property would remain restricted. Shared Passenger Track Alternative B would not, therefore, result in effects on the AT&SF Redondo Junction Yard with the potential to

diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)).

Shared Passenger Track Alternative B would incorporate **CUL-IAMF#1** and **CUL-IAMF#2**. Shared Passenger Track Alternative B would result in no adverse effects on the Redondo Junction Yard District with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be on the same area that would be modified under the Shared Passenger Track Alternatives, where there are no historic properties in the vicinity of the station area. Therefore, the Norwalk/Santa Fe Springs HSR Station Option would not result in any impacts.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives for the 15 historic built resources in the vicinity of the Fullerton HSR Station Option. Because the Fullerton HSR Station Option would require the construction of additional components in addition to the station modifications occurring under the Shared Passenger Track Alternatives within this area, impacts have the potential to be different and are analyzed below. The analyses below conclude that, ultimately, the impacts would be the same as those of the Shared Passenger Track Alternatives, because there is a sufficient distance between historic built resources and the HSR station option elements, which include the HSR platform, station facilities, pedestrian bridges, and a new pick-up/drop-off area. However, IAMFs are incorporated in the project design for each historic property listed below to avoid accidental damage to these historic properties during construction. These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Any additional IAMFs are discussed under each historic property analysis below.

St. Mary's Catholic Church (Map ID #4062)
The HSR platform would be built approximately 500 feet south and southeast of the church, and remaining HSR station facilities would be over 1,000 feet southeast. Therefore, the Fullerton HSR Station Option would not be built in close enough proximity to St. Mary's Catholic Church to destroy, damage, or alter the historic property or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Amerige Brothers' Realty Office (Map ID #4053)
The HSR platform would be built approximately 500 feet south of the building, and remaining HSR station facilities would be over 700 feet to the east. Therefore, the Fullerton HSR Station Option would not be built in close enough proximity to the Amerige Brothers' Real Estate Office to destroy, damage, or alter the historic property or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Elephant Packing House (Map ID #4144)
The Fullerton HSR Station Option would not encroach on this historic property's historic property boundary, which is its parcel. However, demolition and construction of buildings would occur adjacent to the Elephant Packing House. The Fullerton HSR Station Option would demolish five buildings north, across the alley, from the property, and would build the new station facilities to include a power substation, service area, station, plaza with a pick-up/drop-off area, a nonpublic station facility, and a multistory parking structure. The closest construction activity to the Category I reinforced-concrete building would include excavators, bulldozers, and loaders and would occur approximately 75 feet north of the historic property boundary.

The Elephant Packing House's significance is rooted in its industrial use and for its association with Charles C. and Irvin Chapman. Although setting can be an important character-defining

feature for a historic property that meets NRHP Criteria A and B, in this case, the setting is not a character-defining feature of the Elephant Packing House. Because the packing house faces south rather than north, construction of the Fullerton HSR Station Option would not alter the setting at the front of the building along W Truslow Avenue. The paved parking lot to the rear of the building would remain intact, maintaining a spatial buffer between the property and the station facilities. For these reasons, although the Fullerton HSR Station Option would alter the setting at a distance of 75 feet from the historic property, it would not result in effects on the Elephant Packing House that would diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Fullerton Ice Company (Map ID #2467)
The Fullerton HSR Station Option would not encroach on this historic property's historic property boundary, which is the building's parcel. The HSR station elements would be built over 270 feet west of the Fullerton Ice Company, on the other side of Harbor Boulevard. The Fullerton HSR Station Option would not, therefore, damage or result in physical destruction of the historic property and would not alter it in a way that is inconsistent with the Secretary of the Interior's standards for the treatment of historic properties. In addition, the Fullerton HSR Station Option would not obscure views of the Fullerton Ice Company from the railroad right-of-way or adjacent parking areas. The HSR parking garage, station building, and pedestrian bridges would be visible to the west, at distances of 270 feet or farther from areas immediately north of the historic property's front elevation. However, because the Fullerton Ice Company's immediate setting consists largely of railroad infrastructure and railroad-associated buildings, the Fullerton HSR Station Option would not change features of the setting that contribute to the depot building's historic significance. Construction of the Fullerton HSR Station Option would not destroy, damage, or alter the historic property or substantially alter its immediate setting. The Fullerton HSR Station Option would not, therefore, result in effects on the Fullerton Ice Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Fullerton Union Pacific Railroad Depot (Map ID #2463)
The Fullerton HSR Station Option would not encroach on this historic property's property boundary, which is the building's footprint. The HSR station elements would be built approximately 220 feet southwest of the Fullerton UPRR Depot, on the other side of the railroad corridor and the other side of Harbor Boulevard. The Fullerton HSR Station Option would not, therefore, damage or result in physical destruction of the historic property and would not alter it in a way that is inconsistent with the Secretary of the Interior's standards for the treatment of historic properties. In addition, the Fullerton HSR Station Option would not obscure views of the Fullerton UPRR Depot from the railroad right-of-way or streets and parking areas adjacent to the historic property. The HSR parking garage, station building, and pedestrian bridges would be visible to the southwest, at distances of 220 feet or farther from the depot building. However, because the Fullerton UPRR Depot's immediate setting consists largely of railroad infrastructure and railroad-associated buildings, the Fullerton HSR Station Option would not change features of the setting that contribute to the depot building's historic significance. Construction of Fullerton HSR Station Option would not destroy, damage, or alter the historic property or substantially alter its immediate setting. The Fullerton HSR Station Option would not, therefore, result in effects on the Fullerton UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Fullerton Odd Fellows Temple (Map ID #2466)
The Fullerton HSR Station Option would not encroach on this historic property's property boundary. The Fullerton HSR Station Option would be built 640 or more feet from the Fullerton Odd Fellows Temple. Therefore, the Fullerton HSR Station Option would not be built in close enough proximity to the Fullerton Odd Fellows Temple to destroy, damage, or alter the historic property or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Pacific Electric Railway Depot (Map ID #2478)
The Fullerton HSR Station Option would not encroach on this historic property's property boundary. The Fullerton HSR Station Option would be built 760 or more feet from the Pacific

Electric Railway Depot. Therefore, the Fullerton HSR Station Option would not be built in close enough proximity to the Pacific Electric Railway Depot to destroy, damage, or alter the historic property or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Santa Fe Railway Passenger and Freight Depot (Map ID #2486)
The Fullerton HSR Station Option would not encroach on this historic property's property boundary. The Fullerton HSR Station Option would be built southwest of the depot building, at a distance of over 500 feet from the depot building, on the other side of the railroad corridor and the other side of Harbor Boulevard. The HSR parking garage, station building, and pedestrian bridges would be visible from the depot building. However, the depot's immediate setting consists largely of railroad infrastructure and railroad-associated buildings. Therefore, construction of the Fullerton HSR Station Option would not destroy, damage, or alter the historic property or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Fullerton Post Office (Map ID #2487)
The Fullerton HSR Station Option would not encroach on this historic property's property boundary. The Fullerton HSR Station Option would be built over 880 feet south-southwest of the Fullerton Post Office, on the other side of the railroad corridor and the other side of Harbor Boulevard. Therefore, the Fullerton HSR Station Option would not be built in close enough proximity to the Fullerton Post Office to destroy, damage, or alter the historic property or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Fullerton Dye Works at 229 W Santa Fe Avenue (Map ID #4067)
The Fullerton HSR Station Option would not encroach on this resource's historical resource boundary. The HSR platform would be built over 440 feet south of the Fullerton Dye Works, a CEQA-only historical resource. The remaining HSR station facilities would be built over 460 feet southeast, on the other side of the railroad corridor. The existing five-story building immediately south of the historical resource would block views of the Fullerton HSR Station Option from the historical resource. Street improvements would occur along W Santa Fe Avenue, but the mixed light-industrial and multifamily residential character of the resource's immediate setting would remain intact. Therefore, construction of the Fullerton HSR Station Option would not destroy, damage, or alter the historical resource or substantially alter its immediate setting.

Sanitary Laundry Building at 227 W Santa Fe Avenue (Map ID #4068)
The Fullerton HSR Station Option would not encroach on this resource's historical resource boundary. The HSR platform would be built over 440 feet south of the Sanitary Laundry Building, a CEQA-only historical resource. The remaining HSR station facilities would be built over 430 feet southeast, on the other side of the railroad corridor. The existing five-story building immediately south of the historical resource would block views of the Fullerton HSR Station Option from the historical resource. Street improvements would occur along W Santa Fe Avenue, but the mixed light-industrial and multifamily residential character of the resource's immediate setting would remain intact. Therefore, construction of the Fullerton HSR Station Option would not destroy, damage, or alter the historical resource or substantially alter its immediate setting (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

John Reeder Gardiner Building at 125 W Santa Fe Avenue (Map ID #4079)
The Fullerton HSR Station Option would not encroach on this resource's historical resource boundary. The HSR platform, buildings, and parking would be built over 260 feet south of the John Reeder Gardiner Building, a CEQA-only historical resource, on the other side of the railroad corridor. An existing two-story parking structure on the southern side of W Santa Fe Avenue would block views of these HSR station elements from the historical resource. A new HSR pick-up/drop-off zone would be added on the southern side of Santa Fe Avenue between Malden Avenue and Harbor Boulevard, across the street from the John Reeder Gardiner Building. Construction activities associated with this work may include installing a curb cut and relocating utilities. This work would be approximately 50 feet from the building.

Street improvements would occur along W Santa Fe Avenue, but the commercial and otherwise urban character of the resource's immediate setting would remain intact. Moreover, alterations would occur in an already altered sidewalk. Therefore, construction of the Fullerton HSR Station

Option would not destroy, damage, or alter the historical resource or substantially alter its immediate setting.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

Ellingson Building at 119 W Santa Fe Avenue (Map ID #4079)
The Fullerton HSR Station Option would not encroach on this resource's historical resource boundary. The HSR platform, buildings, and parking would be built over 260 feet south of the Ellingson Building, a CEQA-only historical resource, on the other side of the railroad corridor. An existing two-story parking structure on the southern side of W Santa Fe Avenue would block views of these HSR station elements from the historical resource. A new HSR pick-up/drop-off zone would be added on the southern side of Santa Fe Avenue between Malden Avenue and Harbor Boulevard, across the street from the Ellingson Building. Construction activities associated with this work may include installing a curb cut and relocating utilities. This work would be approximately 50 feet from the building.

Street improvements would occur along W Santa Fe Avenue, but the commercial and otherwise urban character of the resource's immediate setting would remain intact. Moreover, alterations would occur in an already altered sidewalk. Therefore, construction of the Fullerton HSR Station Option would not destroy, damage, or alter the historical resource or substantially alter its immediate setting.

Wilson Building at 118 E Commonwealth Avenue (Map ID #2468)
The Fullerton HSR Station Option would not encroach on this resource's historical resource boundary. The Fullerton HSR Station Option would be built over 540 feet south of the Wilson Building, a CEQA-only historical resource. The HSR garage, station building, platform, and pedestrian bridges would not be visible from the historical resource. Therefore, construction of the Fullerton HSR Station Option would not destroy, damage, or alter the historical resource or substantially alter its immediate setting.

Miller Manufacturing Building at 343 E Santa Fe Avenue (Map ID #4082)
The Fullerton HSR Station Option would not encroach on this resource's historical resource boundary. The Fullerton HSR Station Option would be built over 1,000 feet west of the Miller Manufacturing Building Therefore, the Fullerton HSR Station Option would not be built in close enough proximity to the Miller Manufacturing Building to destroy, damage, or alter the historical resource or substantially alter its immediate setting.

CEQA Conclusion
There are 35 historic built resources within the project section that qualify as historical resources under CEQA. For all resources, project design incorporates **CUL-IAMF#1**, requiring that the locations of historical resources be indicated on construction documents to ensure that construction personnel are aware of the locations of these resources; and **CUL-IAMF#2**, requiring construction personnel to attend worker environmental awareness training to enable them to follow appropriate procedures for treating historical resources. The following discussion summarizes the CEQA analysis for Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, and the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

Shared Passenger Track Alternative A would result in a potentially significant impact on four properties. HSR construction associated with four Los Angeles River Bridges would incorporate protection-related bridge barriers (First, Fourth, and Seventh Street Bridges and the Olympic Boulevard Bridge). **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8** will be incorporated as part of the project design to ensure that accidental damage does not occur to the bridges during installation. However, even with these IAMFs, the incorporation of these protective barriers would result in a significant impact because the project would introduce a visual element that would be incompatible with their design. The Authority would implement **CUL-MM#12**, which will reduce impacts on the First, Fourth, and Seventh Street Bridges and Olympic Boulevard Bridge by

consulting with SHPO and interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts on the historical resources. This mitigation measure, however, is not anticipated to reduce the impact below a level of significance because the incompatible visual element would remain. Therefore, even after mitigation, the impact would be significant and unavoidable under CEQA.

Shared Passenger Track Alternative B would result in the same impacts as Shared Passenger Track Alternative A except for the additional impacts on the Olympic Boulevard Bridge, and different impacts on the Southern California Gas Company Complex, the Southern California Gas Company Administration Building, and the AT&SF Redondo Junction Yard District that could occur as a result of construction of Shared Passenger Track Alternative B's LMF facility. Because impacts would be the same for Shared Passenger Track Alternative A and B for most properties, the same IAMFs and mitigation measures are also applied. In addition, **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#6**, **CUL-IAMF#7**, **CUL-IAMF#8**, and **CUL-MM#12** would be applied to the Olympic Boulevard Bridge to minimize the potential for impacts, but not avoiding potential impacts entirely. **CUL-MM#12** would not reduce impacts to less-than-significant levels under CEQA. Therefore, even after mitigation, the impact would be significant and unavoidable under CEQA. **CUL-IAMF#1** and **CUL-IAMF#2** will also be incorporated as part of the project to avoid inadvertent damage for the Southern California Gas Company Complex and the Southern California Gas Company Administration Building.

The Norwalk/Santa Fe Springs HSR Station Option would result in no impact because no historical resources are in the vicinity.

Impacts on historical resources from the Fullerton HSR Station Option would be less than significant. The historical resources in the Fullerton portion of the project area are all at sufficient distances from the HSR station elements so that the HSR station option would have no impact or a less-than-significant impact on them.

Section 106 Effects

A total of 27 historic built resources within the project section qualify as historic properties under Section 106. For all historic properties no matter the alternative or HSR station option, project design incorporates **CUL-IAMF#1**, requiring that the locations of historic properties be indicated on construction documents to ensure that construction personnel are aware of the locations of these properties; and **CUL-IAMF#2**, requiring construction personnel to attend worker environmental awareness training to enable them to follow appropriate procedures for treating historic properties. The following discussion summarizes the Section 106 analysis for Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, and the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

The Shared Passenger Track Alternatives would result in an adverse effect on four historic properties: the First, Fourth, and Seventh Street Bridges, and the Olympic Boulevard Bridge. The four bridges would be adversely affected by installation of protective barriers to ensure that objects and persons do not encroach on the HSR track below. Incorporation of these protective barriers would result in an adverse effect because the project would introduce a visual element that would be incompatible with their design. **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8** will be incorporated as part of the project design. These IAMFs will ensure that accidental damage does not occur to the bridges as a result of installation of protective barriers. The protective barriers would adversely affect the bridge's character-defining features that convey significance. **CUL-MM#12** will reduce effects on the First, Fourth, and Seventh Street Bridges and Olympic Boulevard Bridge by consulting with SHPO and interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual effects on the historical resources. This mitigation measure, however, is not anticipated to reduce the effect to less than significant because the incompatible visual element would remain.

Shared Passenger Track Alternative B would result in the same effects as Shared Passenger Track Alternative A for 23 of the 27 historic built resources. Shared Passenger Track Alternative B would have additional effects on one historic built resource and different effects on three historic built resources. The Olympic Boulevard Bridge would undergo additional effects because

Shared Passenger Track Alternative B would require construction activities that have the potential to cause physical destruction to the bridge. Shared Passenger Track Alternative B also would demolish buildings adjacent to the Southern California Gas Company Complex, the Southern California Gas Company Administration Building, and the AT&SF Railway Redondo Junction Yard District, which is a project component not considered in Shared Passenger Track Alternative A. Although the type of impacts on these four historic built resources would be different between Shared Passenger Track Alternatives A and B, these differences do not change the Section 106 conclusions discussed immediately above for Shared Passenger Track Alternative A. An adverse effect still remains for the Olympic Boulevard Bridge and no adverse effects findings remain for Southern California Gas Company Complex, the Southern California Gas Company Administration Building, and the AT&SF Railway Redondo Junction Yard District. **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#6**, **CUL-IAMF#7**, **CUL-IAMF#8**, and **CUL-MM#12** would be applied to the Olympic Boulevard Bridge. However, **CUL-MM#12** would not reduce effects on the Olympic Boulevard Bridge to Not Adverse under Section 106. Therefore, even after mitigation, the effect on the Olympic Boulevard Bridge would be Adverse under Section 106. **CUL-IAMF#1** and **CUL-IAMF#2** will also be incorporated as part of the project to avoid inadvertent damage for the Southern California Gas Company Complex, the Southern California Gas Company Administration Building, and the AT&SF Railway Redondo Junction Yard District.

The Norwalk/Santa Fe Springs HSR Station Option would result in no effect because no historic properties are in the vicinity.

The Fullerton HSR Station Option would result in no adverse effect on historic properties. The historic properties in the Fullerton portion of the APE are all at sufficient distances from the HSR station elements, so that the HSR station option would not have an adverse effect on any of them.

Impact CUL-4: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Construction

Shared Passenger Track Alternative A

Construction activities such as staging of materials and equipment, use of equipment, and blockage of property features from view or viewsheds from properties do not have the potential to temporarily affect most historic properties. Specifically, views to or from properties and noise levels for properties are not typically character-defining features of the historic properties. None of the historic built resources in the APE have views or viewsheds as a character-defining features. Therefore, visual impacts are not addressed further in this section. Construction activities are anticipated to temporarily increase noise levels in the vicinity of historic built resources; however, a quiet setting is not a character-defining feature of the historic built resources in the APE. As such, construction noise does not have the potential to adversely affect any historic built resource and is not discussed further in this analysis.

Construction-related vibration impacts could cause permanent destruction or alteration of historic built resources that could affect a resource's ability to convey its historic significance. The level of vibratory effect would depend on the construction materials used to build a historic built resource, the construction activity involved, and the distance between the historic built resource and the construction activity.

Construction activities with the most potential to generate vibration that would damage a structure are pile driving (impact or vibratory) and vibratory roller; however, construction equipment with lower vibratory levels still has the potential to affect historic built resources depending on the type of equipment, the building's construction materials, and the distance between the equipment activity and the building. The potential for noise and vibration impacts is discussed in greater depth in Section 3.4, Noise and Vibration, along with more detailed information on building categories and vibration damage criteria. For example, Category I buildings such as reinforced-concrete or steel buildings are not often sensitive to vibratory effects. Use of high-vibratory impact equipment such as pile drivers would have to be within 30 feet of Category I buildings for there to be a potential for an effect. In contrast, Category III buildings such as unreinforced masonry (stone or brick) buildings are more susceptible to vibratory effects over a longer distance; an

effect from pile driving may occur within 55 feet. Construction activities with lower vibratory impact such as drilling and excavation could result in a potential effect at 8 feet for Category I buildings and 15 feet for Category III buildings. Category IV buildings are the most susceptible to vibratory damage; however, none of these buildings are present in the APE. Because there are no Category II or Category IV buildings or structures in the APE, the analysis focused on Category I and III buildings. Based on Table 3.4-14 in Section 3.4, the farthest distance at which construction activities could cause vibratory damage is 55 feet from the use of pile driving; beyond this distance, vibration would not have the potential to cause damage to any building category for any type of equipment.

The section below provides an analysis for all historic built resources in the APE.

First Street Bridge (Map ID #8)

Shared Passenger Track Alternative A would encroach on the reinforced-concrete bridge. Construction activities are described in Impact CUL-3 and would occur on the historic property within the historic property boundary at localized areas to install protective barriers. Although work would take place on the bridge, the equipment would result in low-intensity vibrations to the Category I structure that are not anticipated to exceed damage thresholds. In an abundance of caution, **CUL-IAMF#6** will be incorporated to avoid potential vibratory impacts associated with barrier installation.

Los Angeles River (Map ID #18)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the reinforced-concrete property, which is a Category I structure. Construction activities are described in Impact CUL-3 and would be adjacent to the right-of-way. Although work would take place adjacent to the Los Angeles River's historic property boundary, the equipment would result in low-intensity vibrations to the Category I structure that are not anticipated to exceed damage thresholds. In an abundance of caution, **CUL-IAMF#6** will be incorporated to avoid potential vibratory impacts associated with construction.

Fourth Street Bridge (Map ID #16)

Shared Passenger Track Alternative A would encroach on the reinforced-concrete bridge. Construction activities are described in Impact CUL-3 and would occur on the historic property within the historic property boundary at localized areas to install protective barriers. Although work would take place on the bridge, the equipment would result in low-intensity vibrations to the Category I structure that are not anticipated to exceed damage thresholds. In an abundance of caution, **CUL-IAMF#6** will be incorporated to avoid potential vibratory impacts associated with barrier installation.

Seventh Street Bridge (Map ID #87)

Shared Passenger Track Alternative A would encroach on the reinforced-concrete bridge. Construction activities are described in Impact CUL-3 and would occur on the historic property within the historic property boundary at localized areas to install protective barriers. Although work would take place on the bridge, the equipment would result in low-intensity vibrations to the Category I structure that are not anticipated to exceed damage thresholds. In an abundance of caution, **CUL-IAMF#6** will be incorporated to avoid potential vibratory impacts associated with barrier installation.

Olympic Boulevard (Ninth Street) Bridge (Map ID #162)

Shared Passenger Track Alternative A would encroach on the reinforced-concrete bridge. Construction activities are described in Impact CUL-3 and would occur on the historic property within the historic property boundary at localized areas to install protective barriers. Although work would take place on the bridge, the equipment would result in low-intensity vibrations to the Category I structure that are not anticipated to exceed damage thresholds. In an abundance of caution, **CUL-IAMF#6** will be incorporated to avoid potential vibratory impacts associated with barrier installation.

Southern California Gas Company Complex (Map ID #3967)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the four contributing buildings to the property. The Office and Laboratory is considered a Category I building; the Auto Service and Gas Station is also considered a Category I building, the Weigh Station is considered a Category I building, and the Shop Building is considered a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 900 feet away. Therefore, construction vibration would not have a potential to cause damage.

Southern California Gas Company Administration Building (Map ID #3968)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the four-story reinforced-concrete property (a Category I building). Construction activities are described in Impact CUL-3 and would be over 1,000 feet away. Therefore, construction vibration would not have a potential to cause damage.

Washington Street Bridge (Map ID #187)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the reinforced-concrete property, which is a Category I structure. Construction activities are described in Impact CUL-3, with the railroad viaduct approximately 30 feet above Washington Boulevard adjacent to the bridge and the traction power substation approximately 550 feet from the bridge. Therefore, construction vibration would not have a potential to cause damage.

Atchison, Topeka and Santa Fe Steam Locomotive No. 3751 (Map ID #157)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the steel locomotive, which is a Category I object. Construction activities are described in Impact CUL-3 and would be approximately 100 feet away. Therefore, construction vibration would not have a potential to cause damage.

Atchison, Topeka and Santa Fe Railway Redondo Junction (Map ID #153)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the reinforced-concrete property, which is a Category I structure. Construction activities are described in Impact CUL-3 and would be approximately 13 feet from the historic property boundary, adjacent to the track. The office building, the closest building that contributes to this historic district, is approximately 100 feet away. Therefore, construction vibration would not have a potential to cause damage.

Shrimpton Manufacturing and Supply (Map ID #635)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story reinforced-concrete property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 210 feet away. Therefore, construction vibration would not have a potential to cause damage.

Western Waxed Paper Company (Map ID #643)

Shared Passenger Track Alternative A would encroach but would not require any construction activities that would cause vibratory impacts on the concrete property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 26 feet away. Therefore, construction vibration would not have a potential to cause damage.

Rio Hondo (Map ID #3208)

Shared Passenger Track Alternative A would encroach on the Category I structure. Construction activities are described in Impact CUL-3 and would take place within the Rio Hondo's historic property boundary. However, the equipment used within the historic property boundary would result in low-intensity vibrations to the Category I structure that are not anticipated to exceed

thresholds for damage. In an abundance of caution, **CUL-IAMF#6** will be incorporated to avoid potential vibratory impacts associated with construction.

Boulder Dam–Los Angeles 287.5-Kilovolt Transmission Line (Map ID #829)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the steel towers and power lines, which are Category I structures. Construction activities are described in Impact CUL-3 and would be approximately 230 feet away from the closest tower. Therefore, construction vibration would not have a potential to cause damage.

Val-Vita Headquarters (Map ID #2226)

Shared Passenger Track Alternative A would encroach on this historic property but would not affect the historic property's character-defining features that convey significance. The wood-frame building is considered a Category I building. Construction activities are described in Impact CUL-3. In the vicinity of the Val-Vita Headquarters, construction equipment approximately 24 feet from the building would include bulldozers, rollers, and trucks that produce low vibration levels. As analyzed in Section 3.4, however, construction activities would not generate vibration levels that could damage the wood-frame building at a distance of approximately 24 feet or more. Rather, the construction activities would need to be approximately 15 feet or closer to result in effects on the historic property.

Hunt Foods and Industries Office and Library (Map ID # 2227)

Shared Passenger Track Alternative A would encroach on this property, but would not require any construction activities that would cause vibratory impacts on the steel-frame and glass-curtain wall office and library buildings. Both buildings are considered Category I buildings. Construction activities are described in Impact CUL-3 and would be approximately 65 feet away. Therefore, construction vibration would not have a potential to cause damage.

St. Mary's Catholic Church (Map ID #4062)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the steel-frame property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 400 feet away. Therefore, construction vibration would not have a potential to cause damage.

Amerige Brothers' Realty Office (Map ID #4053)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story wood-frame property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 440 feet away. Therefore, construction vibration would not have a potential to cause damage.

Elephant Packing House (Map ID #4144)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story reinforced-concrete property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 230 feet away. Therefore, construction vibration would not have a potential to cause damage.

Fullerton Ice Company (Map ID #2467)

Shared Passenger Track Alternative A would not encroach on this historic property's historical property boundary, which is the parcel, but would be adjacent to the property. It would not involve any construction activities that would require alterations to the Fullerton Ice Company building. The brick masonry building is considered a Category III structure. Construction activities are described in Impact CUL-3. The closest construction activities, which would include bulldozers, rollers, trucks, and jackhammers, would occur approximately 40 feet north of the Fullerton Ice Company's historic property boundary and the building's north primary elevation, and would

produce low vibration levels. In addition, vibratory pile driving, which would produce higher vibrations levels than the bulldozers, rollers, trucks, and jackhammers, would occur approximately 95 feet to the northeast of the Category III building. As analyzed in Section 3.4, construction activities would not generate vibration levels that could damage the Category III building at a distance of approximately 40 feet for bulldozers, rollers, trucks, and jackhammers, or at a distance of 95 feet for a vibratory pile driver.

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that the project does not result in effects on the Fullerton Ice Company building with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

Fullerton Union Pacific Railroad Depot (Map ID #2463)

Shared Passenger Track Alternative A would not encroach on the depot's historic resource boundary, which is the building's footprint, but would be adjacent to the property. It would not require any permanent physical alterations of the depot building. Construction activities are described in Impact CUL-3. The closest construction activities would be for the pedestrian underpass construction and would include vibratory pile driving approximately 28 feet from the historic property boundary and building's footprint. In addition, the S Harbor Boulevard undercrossing would be altered approximately 30 feet to the southwest of the historic property boundary and utility relocation along S Harbor Boulevard would be approximately 20 feet or more from the historic property boundary. The wood-frame building is considered a Category I structure. The track and utility work would use excavators, bulldozers, loaders, rollers, and trucks. As analyzed in Section 3.4, vibratory pile driving has the potential to damage a Category I building at approximately 26 feet, and excavators, bulldozers, loaders, rollers, and trucks have the potential to damage a Category I building at approximately 8 feet.

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that Shared Passenger Track Alternative A does not result in effects on the Fullerton UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

Fullerton Odd Fellows Temple (Map ID #2466)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the three-story brick property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 200 feet away. Therefore, construction vibration would not have a potential to cause damage.

Pacific Electric Railway Depot (Map ID #2478)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story reinforced-concrete property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be

approximately 240 feet away. Therefore, construction vibration would not have a potential to cause damage.

Santa Fe Railway Passenger and Freight Depot (Map ID #2486)

Shared Passenger Track Alternative A would encroach on this historic property's parcel but not on its historic property boundary, which is the building's footprint. The reinforced-concrete historic property is considered a Category I building. Construction activities are described in Impact CUL-3. The closest construction activity would be the demolition of the existing pedestrian overpass approximately 15 feet south of the historic property boundary and building's footprint. Equipment used for demolition would include excavators, bulldozers, and loaders. In addition, approximately 28 feet to the southwest, the new pedestrian underpass would be built using a vibratory pile driver. Other construction would occur approximately 100 feet south of the depot and would include bulldozers, rollers, and trucks. As analyzed in Section 3.4, vibratory pile driving has the potential to damage the Category I building at approximately 26 feet to result in effects on the historic property, and excavators, bulldozers, loaders, rollers, and trucks have the potential to damage the Category I building at approximately 8 feet to result in effects on the historic property.

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that Shared Passenger Track Alternative A does not result in effects on the Santa Fe Railway Passenger and Freight Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

Fullerton Post Office (Map ID #2487)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the reinforced-concrete property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 370 feet away. Therefore, construction vibration would not have a potential to cause damage.

Anaheim Union Pacific Railroad Depot (Map ID #2851)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the wood-frame property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be approximately 55 feet away. Therefore, construction vibration would not have a potential to cause damage.

Kroeger-Melrose Historic District (Map ID #2782)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the buildings that contribute to the district, which contains one- and two-story Category I residences. Construction activities are described in Impact CUL-3 and would be approximately 300 feet away from any contributing properties. Therefore, construction vibration would not have a potential to cause damage.

Fullerton Dye Works at 229 W Santa Fe Avenue (Map ID #4067)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story brick masonry property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 250 feet away. Therefore, construction vibration would not have a potential to cause damage.

Sanitary Laundry Building at 227 W Santa Fe Avenue (Map ID #4068)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story brick masonry property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 250 feet away. Therefore, construction vibration would not have a potential to cause damage.

John Reeder Gardiner Building at 125 W Santa Fe Avenue (Map ID #4078)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story brick masonry property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 230 feet away. Therefore, construction vibration would not have a potential to cause damage.

Ellingson Building at 119 W Santa Fe Avenue (Map ID #4079)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the brick masonry property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 230 feet away. Therefore, construction vibration would not have a potential to cause damage.

Wilson Building at 118 E Commonwealth Avenue (Map ID #2468)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the brick masonry property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 400 feet away. Therefore, construction vibration would not have a potential to cause damage.

Miller Manufacturing Building at 343 E Santa Fe Avenue (Map ID #4082)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the one-story brick masonry property, which is a Category III building. Construction activities are described in Impact CUL-3 and would be approximately 230 feet away. Therefore, construction vibration would not have a potential to cause damage.

Historic Palm District (Map ID #2617)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the buildings that contribute to the district, which contains one- and two-story Category I residences. Construction activities are described in Impact CUL-3 and would be approximately 100 feet away. Therefore, construction vibration would not have a potential to cause damage.

Anaheim Colony Historic District (Map ID #2869)

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause vibratory impacts on the approximately 1,500 buildings that contribute to the district, including over 30 that are in the APE. The district contains one- and two-story Category I buildings. Construction activities are described in Impact CUL-3. The closest contributor to the historic district would be approximately 45 feet from a radio site and approximately 90 feet from the right-of-way. Therefore, based on the construction activities and equipment associated with the radio site and the right-of-way, construction vibration would not have the potential to cause damage to this historic property.

Shared Passenger Track Alternative B

Construction of Shared Passenger Track Alternative B would result in the same effects on most of the historic built resources discussed above under Shared Passenger Track Alternative A, with

additional effects on one historic built resource. The following section discusses the potential effects on the properties in the vicinity of the 15th Street LMF, unique to this alternative.

Olympic Boulevard (Ninth Street) Bridge (Map ID #162)

Shared Passenger Track Alternative B would encroach on this historic property and require construction activities that could cause potential vibration effects on this historic property. Construction activities are described in Impact CUL-3. The reinforced-concrete historic property is considered a Category I structure, but excavation and sheet pile driving would take place immediately adjacent to and between each of the bridge's piers, which has the potential to cause vibration effects on the bridge. As analyzed in Section 3.4, vibrations resulting from excavation and building track have the potential to damage the reinforced-concrete bridge because construction would take place immediately adjacent to the bridge's piers. For example, vibratory pile drivers within 15 feet could damage reinforced concrete.

Shared Passenger Track Alternative B will incorporate **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8**, which will avoid or minimize destruction or damage to the bridge. However, even with the incorporation of these IAMFs, the project would results in an adverse effect on the Olympic Boulevard Bridge (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)) from the installation of protective barriers atop the bridge as discussed above.

Southern California Gas Company Complex (Map ID #3967)

Shared Passenger Track Alternative B would neither encroach on nor require any construction activities that would cause vibratory impacts on the property's four Category I buildings. Construction activities are described in Impact CUL-3 and would be approximately 220 feet away. Therefore, construction vibration would not have a potential to cause damage.

Southern California Gas Company Administration Building (Map ID #3968)

Shared Passenger Track Alternative B would neither encroach on nor require any construction activities that would cause vibratory impacts on the four-story reinforced-concrete property, which is a Category I building. Construction activities are described in Impact CUL-3 and would be over 330 feet away. Therefore, construction vibration would not have a potential to cause damage.

Atchison, Topeka and Santa Fe Railway Steam Locomotive No. 3751 (Map ID #157)

Shared Passenger Track Alternative B would neither encroach on nor require any construction activities that would cause vibratory impacts on the locomotive, which is a Category I object. Construction activities are described in Impact CUL-3 and would be over 130 feet away. Therefore, construction vibration would not have a potential to cause damage.

Atchison, Topeka and Santa Fe Railway Redondo Junction Yard (Map ID #153)

Shared Passenger Track Alternative B would neither encroach on nor require any construction activities that would cause vibratory impacts on the yard, which is a Category I property. Construction activities are described in Impact CUL-3 and would be over 130 feet away. Therefore, construction vibration would not have a potential to cause damage.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would be in the same area that would be modified under the Shared Passenger Track Alternatives, where there are no historic properties in the vicinity. Therefore, the Norwalk/Santa Fe Springs HSR Station Option would not result in any impacts.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives for the 15 historic built resources in Fullerton in the vicinity of the Fullerton HSR Station Option. Although the Fullerton HSR Station Option would require construction of additional components in addition to the station modifications occurring under the

Shared Passenger Track Alternatives within this area, the analysis below concludes that the impacts are the same because there is a sufficient distance between historic built resources and the HSR station option elements, which include the HSR platform, station facilities, pedestrian bridges, and a new pick-up/drop-off area. IAMFs are incorporated in the project design for some historic properties listed below to avoid accidental damage to the closest historic properties to construction These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The following analyzes impacts on historic built resources in the vicinity of the footprint for the Fullerton HSR Station Option.

St. Mary's Catholic Church (Map ID #4062)
The Fullerton HSR Station Option would be over 1,000 feet southeast of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category I building.

Amerige Brothers' Realty Office (Map ID #4053)
The Fullerton HSR Station Option would be over 700 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category I building.

Elephant Packing House (Map ID #4144)
The Fullerton HSR Station Option would not encroach on this historic property's historic property boundary, which is its parcel. However, demolition and construction of buildings would occur adjacent to the Elephant Packing House. Construction activities are described in Impact CUL-3, approximately 75 feet from the property. The reinforced-concrete building is considered a Category I structure. As analyzed in Section 3.4, excavators, bulldozers, loaders, and vibratory pile drivers only have the potential to damage a Category I building at approximately 15 feet to result in effects on the historic property.

Fullerton Ice Company (Map ID #2467)
The Fullerton HSR Station Option would be approximately 270 feet west of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

Fullerton Union Pacific Railroad Depot (Map ID #2463)
The Fullerton HSR Station Option would be approximately 220 feet southwest of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category I building.

Fullerton Odd Fellows Temple (Map ID #2466)
The Fullerton Station HSR Option would be approximately 640 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

Pacific Electric Railway Depot (Map ID #2478)
The Fullerton HSR Station Option would be approximately 760 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category I building.

Santa Fe Railway Passenger and Freight Depot (Map ID #2486)
The Fullerton HSR Station Option would be approximately 500 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category I building.

Fullerton Post Office (Map ID #2487)
The Fullerton HSR Station Option would be approximately 880 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category I building.

Fullerton Dye Works at 229 W Santa Fe Avenue (Map ID #4067)
The Fullerton HSR Station Option would be approximately 460 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

Sanitary Laundry Building at 227 W Santa Fe Avenue (Map ID #4068)
The Fullerton HSR Station Option would be approximately 430 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

John Reeder Gardiner Building at 125 W Santa Fe Avenue (Map ID #4079)
The Fullerton HSR Station Option would be approximately 260 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

Ellingson Building at 119 W Santa Fe Avenue (Map ID #4079)
The Fullerton HSR Station Option would be approximately 260 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

Wilson Building at 118 E Commonwealth Avenue (Map ID #2468)
The Fullerton HSR Station Option would be approximately 540 feet south of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

Miller Manufacturing Building at 343 E Santa Fe Avenue (Map ID #4082)
The Fullerton HSR Station Option would be approximately 1,000 feet southwest of the historic property. As indicated in Section 3.4, construction at that distance would not generate vibration levels that could damage the Category III building.

CEQA Conclusion
There are 35 historic built resources within the APE that qualify as historical resources under CEQA. For all resources, project design incorporates **CUL-IAMF#1**, requiring that the locations of historical resources be indicated on construction documents to ensure that construction personnel are aware of the locations of these resources; and **CUL-IAMF#2**, requiring construction personnel to attend worker environmental awareness training to enable them to follow appropriate procedures for treating historical resources. The following discussion summarizes the CEQA analysis for Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, and the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

Under Shared Passenger Track Alternatives A and B, construction would occur on or adjacent to the First Street Bridge, the Los Angeles River, the Fourth Street Bridge, the Seventh Street Bridge, the Olympic Boulevard Bridge, the Rio Hondo, Val-Vita Headquarters, Fullerton Ice Company, Fullerton UPRR Depot, and Santa Fe Railway Passenger and Freight Depot. Project actions have potential to put these historical resources at risk of damage from construction vibration. Although vibratory damage is unanticipated, the following IAMFs are incorporated into the project to protect these historical resources: conduct preconstruction conditions assessments and develop plans for protection of historic built resources prior to construction (**CUL-IAMF#6**); prepare a built-environment monitoring plan (**CUL-IAMF#7**); and implement protection or stabilization measures (**CUL-IAMF#8**).

Under Shared Passenger Track Alternative B, excavation up to 15 feet deep would occur beneath the Olympic Boulevard Bridge and vibrations from work immediately adjacent to the bridge could cause inadvertent damage; however, the following IAMFs are incorporated into the project to protect the Olympic Boulevard Bridge under Shared Passenger Track Alternative B: conduct preconstruction conditions assessments and develop plans for protection of historic built resources prior to construction (**CUL-IAMF#6**), prepare a built-environment monitoring plan (**CUL-IAMF#7**), and implement protection or stabilization measures (**CUL-IAMF#8**).

The Norwalk/Santa Fe Springs HSR Station Option would result in no impact because no historical resources are in the vicinity.

Impacts on historical resources from the Fullerton HSR Station Option would be less than significant. The historical resources in the Fullerton portion of the project area are all at sufficient distances from the proposed location of the Fullerton HSR Station Option that the station option would have no impact, or a less-than-significant impact.

Impacts on 35 CEQA historical resources in the APE from construction of the project are expected to be less than significant because views to and from properties and noise around the historical resources are not character-defining features of the resources. Of those with the potential to be vulnerable to construction vibration, the project will adhere to IAMFs that protect these historic resources from construction vibration, and impacts would be less than significant. Therefore, CEQA does not require mitigation.

Section 106 Effects

For all historic properties, project design incorporates **CUL-IAMF#1**, requiring that the locations of historic properties be indicated on construction documents to ensure that construction personnel are aware of the locations of these resources; and **CUL-IAMF#2**, requiring construction personnel to attend worker environmental awareness training to enable them to follow appropriate procedures for treating historical resources.

Under Shared Passenger Track Alternatives A and B, construction would occur adjacent or close to the First Street Bridge, the Los Angeles River, the Fourth Street Bridge, the Seventh Street Bridge, the Olympic Boulevard Bridge, the Rio Hondo, Val-Vita Headquarters, Fullerton Ice Company, Fullerton UPRR Depot, and Santa Fe Railway Passenger and Freight Depot. Project actions have potential to put these historic properties at risk of damage from construction vibration, resulting in an adverse effect on a historic property; however, the following IAMFs are incorporated into the project to protect these historic properties from an adverse effect as a result of construction vibration damage: conduct preconstruction conditions assessments and develop plans for protection of historic built resources prior to construction (**CUL-IAMF#6**); prepare a built-environment monitoring plan (**CUL-IAMF#7**); and implement protection or stabilization measures (**CUL-IAMF#8**).

Under Shared Passenger Track Alternative B, excavation up to 15 feet deep would occur beneath the Olympic Boulevard Bridge and vibrations from work immediately adjacent to the bridge could cause inadvertent damage; however, the following IAMFs are incorporated into the project to protect the Olympic Boulevard Bridge under Shared Passenger Track Alternative B: conduct preconstruction conditions assessments and develop plans for protection of historic built resources prior to construction (**CUL-IAMF#6**), prepare a built-environment monitoring plan (**CUL-IAMF#7**), and implement protection or stabilization measures (**CUL-IAMF#8**).

The Norwalk/Santa Fe Springs HSR Station Option would result in no effect because no historic properties are in the vicinity.

The Fullerton HSR Station Option would result in no adverse effect on historic properties. The historic properties in the Fullerton portion of the APE are all at sufficient distances from the proposed location of the Fullerton HSR Station Option that the station option would not have an adverse effect on any of them.

Impact CUL-5: Disturbance of Known Tribal Cultural Resources During Construction Defined by Public Resources Code 21074

Shared Passenger Track Alternative A

The NAHC Sacred Lands File search conducted in 2024 was positive; however, no tribe has explicitly identified a tribal cultural resource in the project section. The Authority sent the APE modification and draft ASR Addendum 2 to the Gabrieleño Band of Mission Indians—Kizh Nation, Juaneño Band of Mission Indians Acjachemen Nation, and Gabrielino/Tongva Nation on October 4 and October 9, 2024, respectively. The Gabrieleño Band of Mission Indians—Kizh Nation provided comment by email on November 20, 2024, and requested the Authority maintain the confidentiality of their comments. The Authority responded on December 3, 2024, acknowledging the tribe's comments and requesting ongoing consultation with the tribe as a Consulting Party.

Shared Passenger Track Alternative B

As discussed above, no known tribal cultural resources have been identified in the project section.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

As discussed above, no known tribal cultural resources have been identified in the project section.

High-Speed Rail Station Option: Fullerton

As discussed above, no known tribal cultural resources have been identified in the project section.

CEQA Conclusion

No known tribal cultural resources have been identified in the project section and there would be no impact on known tribal cultural resources under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Effects

No known tribal cultural resources have been identified in the project section and there would be no effect on known tribal cultural resources under Section 106. Therefore, no mitigation is required.

Operational Impacts

Impact CUL-6: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Operations

Shared Passenger Track Alternative A

Of the 35 historic built resources in the APE, only one has the potential to be affected by visual changes during operations. The analysis below does not include properties that have no potential for an effect.

Operational activities such as OCS poles, catenary lines, new bridges and underpasses, and high-speed trains do not have the potential to permanently affect views to or from properties or result in noise or vibration impacts during operations, except for the Hunt Foods and Industries Office and Library as discussed below. Specifically, visual character of the setting, including views to and from a historic built resource, are not character-defining features of the properties in the APE. Likewise, a quiet setting is not a character-defining feature of any of the properties in the APE. In addition, the historic built resources in the APE were built adjacent to existing railroad tracks and the existing operations of passenger and freight trains; they are not susceptible to operational vibrations that occur from operating trains along the existing right-of-way. As discussed under Impact CUL-4 above, some historic built resources are also distant from the right-of-way. The potential for noise and vibration impacts is discussed in greater depth in Section 3.4.

Hunt Foods and Industries Office and Library

Shared Passenger Track Alternative A's operation would encroach on this historic property's historic property boundary. At Hunt Foods and Industries Office and Library in Fullerton, trees and tree branches adjacent to but outside the historic property boundary near the railroad right-of-way would be removed and trimmed as part of operations on an as-needed basis. Removal and trimming would be completed to ensure that foliage does not encroach on OCS elements during operations and create a dangerous environment for operations. As discussed above, setting beyond the property boundary is not a character-defining feature of the historic property; because no trees or landscape elements that contribute to the historic property would be altered as part of the project, the removal or trimming of trees beyond it would not affect its setting or views to or from it.

Shared Passenger Track Alternative B

Construction of Shared Passenger Track Alternative B would result in the same effects on the 35 historic built resources discussed above under Shared Passenger Track Alternative A. Operational activities such as OCS poles, catenary lines, new bridges and underpasses, and high-speed trains do not have the potential to permanently affect views to or from properties or result in noise or vibration impacts during operations.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives within the station area, where no historic properties are in the vicinity. Therefore, the Norwalk/Santa Fe Springs HSR Station Option would not result in any impacts.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives within the station area. Operational activities such as OCS poles, catenary lines, and high-speed trains do not have the potential to permanently affect views to or from properties or result in noise or vibration impacts during operations.

CEQA Conclusion

Thirty-five built CEQA historical resources are in the APE. No historical resources would incur changes from project operation that affect their significance or ability to convey that significance. Impacts from operation are expected to be less than significant because views to and from properties and noise around the historical resources are not character-defining features of the resources. Therefore, CEQA does not require mitigation.

Section 106 Effects

No adverse effect is anticipated on historic properties within the APE as a result of visual, noise, or vibration effects during operation.

3.17.8 Mitigation Measures

The Authority has identified the following cultural resources mitigation measures for impacts under NEPA and significant impacts under CEQA that cannot be adequately avoided or minimized by IAMFs.

The Authority would implement standardized mitigation measures to further minimize potential impacts on cultural resources, historic properties, and historical resources, as appropriate. Resource-specific mitigation measures have also been developed. Full text of mitigation measures is found below.

3.17.8.1 CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built-Environment Resources Identified During Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Historic Built Resources in the Programmatic Agreement and Memorandum of Agreement

Once parcels are accessible and surveys have been completed, including consultation as stipulated in the MOA, additional archaeological resources may be identified. Built-environment resources were adequately visible from the public right-of-way and would not likely require phased identification. For newly identified eligible properties that would be adversely affected, the following process will be followed, which is presented in detail in the BETP and ATP:

- The Authority will consult with the MOA signatories and concurring parties to determine the preferred treatment of Section 106 properties/resources and appropriate mitigation measures.
- For CRHR-eligible archaeological resources, the Authority will determine if these resources can feasibly be preserved in place, or if data recovery is necessary. The methods of

preservation in place will be considered in the order of priority provided in State CEQA Guidelines Section 15126.4(b)(3). If data recovery is the only feasible treatment, the Authority will adopt a data recovery plan as required under State CEQA Guidelines Section 15126.4(b)(3)(C).

- Should data recovery be necessary for a Section 106 property, the Authority Principal Investigator, in consultation with the MOA signatories and Consulting Parties, will prepare a data recovery plan for approval by the Authority and in consultation with the MOA signatories. On approval, the Authority's Principal Investigator will implement the plan.
- For archaeological resources, the Authority will also determine if the resource is a unique archaeological site under CEQA. If the resource is not a historical resource but is an archaeological site, the resource will be treated as required in California Public Resources Code Section 21083.2 by following protection, data recovery, and other appropriate steps outlined in the ATP. The review and approval requirements for these documents is outlined in the ATP.

3.17.8.2 CUL-MM#2: Halt Work in the Event of an Archaeological Discovery and Comply with the Programmatic Agreement, Memorandum of Agreement, Archaeological Treatment Plan, and All State and Federal Laws, as Applicable

During construction (i.e., ground-disturbing activities including cleaning and grubbing) should there be an unanticipated discovery, the Authority will follow the procedures for unanticipated discoveries as stipulated in the PA, MOA, and associated ATP. The procedures must also be consistent with the following: the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Fed. Reg. 44716-42), as amended (National Park Service); and Guidelines for the Implementation of CEQA, as amended (Title 14 California Code of Regulations Chapter 3, Article 9, Sections 15120–15132). In the event of a discovery in Caltrans right-of-way, the Authority will notify appropriate Caltrans staff in accordance with provisions of the ATP. Should the discovery include human remains, the contractor and the Authority will comply with federal and state regulations and guidelines regarding the treatment of human remains, including relevant sections of the Native American Graves Protection and Repatriation Act (Section 3(c)(d)); California Health and Safety Code, Section 8010 et seq.; and California Public Resources Code Section 5097.98; and consult with the NAHC, tribal groups, and the SHPO.

In the event of an unanticipated archaeological discovery, the Authority will cease work in the immediate vicinity of the find, based on the direction of the archaeological monitor or the apparent location of cultural resources if no monitor is present. If no qualified archaeologist is present, no work can commence until it is approved by the qualified archaeologist in accordance with the MOA, ATP, and monitoring plan. The Authority's qualified archaeologist will assess the potential significance of the find and make recommendations for further evaluation and treatment as necessary. These steps may include evaluation for the CRHR and NRHP, and necessary treatment to resolve significant effects if the resource is a historical resource or historic property. If, after documentation is reviewed by the Authority, and it determines it is a historic property and the SHPO concurs that the resource is eligible for the NRHP, or the Authority determines it is eligible for the CRHR, preservation in place will be considered by the Authority in the order of priority provided in State CEQA Guidelines Section 15126.4(b)(3) and in consultation with the signatories and Consulting Parties to the MOA. If data recovery is the only feasible mitigation, then the Authority's qualified Principal Investigator will prepare a data recovery plan as required under State CEQA Guidelines Section 15126.4(b)(3)(C), the MOA, and ATP, for the Authority's approval.

If human remains are discovered on state-owned or private lands, the Authority will contact the relevant county coroner to allow the coroner to determine if an investigation regarding the cause of death is required. If no investigation is required and the remains are of Native American origin, the Authority will contact the NAHC to identify the most likely descendant (MLD). The MLD will be

empowered to reinter the remains with appropriate dignity. If the MLD fails to make a recommendation, the remains will be reinterred in a location not subject to further disturbance and the location will be recorded with the NAHC and relevant information center of the California Historical Resources Information System.

If human remains are part of an archaeological site, the Authority or its contractor will, in consultation with the MLD and other Consulting Parties, consider preservation in place as the first option, in the order of priority called for in State CEQA Guidelines Section 15126.4(b)(3).

In consultation with the relevant Native American tribes, the Authority may conduct scientific analysis on the human remains if called for under a data recovery plan and amenable to Consulting Parties. The Authority will work with the MLD to satisfy the requirements of California Public Resources Code Section 5097.98. Performance tracking of this mitigation measure will be based on successful implementation and acceptance of the documentation by the SHPO and appropriate Consulting Parties.

3.17.8.3 CUL-MM#3, Other Mitigation for Effects on Precontact Archaeological Sites

Because of limited access to private properties during the environmental review phase of this project, the Authority's ability to fully identify and evaluate archaeological resources within the APE has, correspondingly, also been limited. Therefore, the majority of the project APE has not been subject to archaeological field inventories. Because pedestrian field surveys are a necessary component of the archaeological resource identification and evaluation effort, the commitment to complete the field surveys, prior to ground-disturbing activities associated with the project, is codified in the MOA that will be executed as a condition of the Final EIR/EIS.

Access to previously inaccessible properties to complete the archaeological resource identification effort is expected to be available after the ROD, during the design-build phase of the project. However, because of the design constraints associated with building HSR, the ability to shift the alignment to avoid newly identified archaeological resources at this late phase of the project delivery process is substantially limited or unlikely, as the alignment is already established. Therefore, impacts/effects on as-yet-unidentified significant archaeological resources as a result of this project are anticipated; however, the nature and quantity of such effects remains unknown until completion of the archaeological field identification and evaluation effort, and after ground-disturbing construction activities are complete.

Protocols for the identification, evaluation, treatment, and data-recovery mitigation of as-yet-unidentified archaeological resources are addressed in the MOA and ATP. Efforts to develop meaningful mitigation measures for effects on as-yet-unidentified Native American archaeological resources that cannot be avoided will be negotiated with the tribal Consulting Parties. Measures that are negotiated among the MOA signatories and tribal Consulting Parties will be the responsibility of the Authority to execute.

3.17.8.4 CUL-MM#12: Design Review for Intrusion-Protection Barriers

Because of safety concerns, protective barriers will be installed on four NRHP- and CRHR-eligible bridges crossing the Los Angeles River, specifically the First, Fourth, and Seventh Street Bridges and Olympic Boulevard Bridge. Prior to execution of the MOA, the Authority commits to consultation with the SHPO and other Consulting Parties to achieve a bridge barrier design that meets the goal of preventing people or objects from entering the Shared Passenger Track Alternatives right-of-way while introducing the minimum physical and visual effects on the historic property.

3.17.8.5 Impacts of Mitigation

Impacts of CUL-MM#1

This mitigation measure will apply to the project site (entirely within the project footprint). This mitigation measure will not trigger additional ground-disturbing activities outside of the project footprint and will not change the character or substantially increase the overall amount of

construction activity. Therefore, it is anticipated that the impacts of implementing this mitigation measure would be less than significant under CEQA.

Impacts of CUL-MM#2

No ground-disturbing activities or property acquisition will be necessary to comply with this mitigation measure if the site can be preserved in place. In this case, there will be no impacts on other resources as a result of implementing this mitigation measure. If intentional burial is required, the new burial site would be selected in consultation with the MLD and surveyed by qualified archaeologists prior to excavation. A site would be selected that would not result in impacts on other resource types, such as biological resources. Therefore, it is anticipated that the impacts of implementing this mitigation measure would be less than significant under CEQA.

Impacts of CUL-MM#3

If intentional burial is required, a new burial site would be selected that would not result in impacts on other resource types, such as biological resources. Should sites be procured for plant gathering or ceremonial activities, or if a cultural center is developed, locations would be selected that would not affect other resource types. Educational programs, internships, and curation are examples of mitigation measures that do not result in ground-disturbing activities or property acquisition. Therefore, it is anticipated that the impacts of implementing this mitigation measure would result in no impact under CEQA.

Impacts of CUL-MM#12

No ground-disturbing activities or property acquisition would be necessary to comply with implementation of this mitigation measure. Some visual impacts may occur as a result of building the barriers; however, **CUL-IAMF#6** will be incorporated to promote context-sensitive visual unity, intactness, and integrity. **CUL-IAMF#6** will provide preconstruction assessment of the four historic resources: the First, Fourth, and Seventh Street and Olympic Boulevard Bridges. In addition, no other historical resources or historic properties would be affected as a result of implementing **CUL-MM#12**. Therefore, it is anticipated that the impacts of implementing this mitigation measure would be less than significant under CEQA.

3.17.8.6 Early Action Projects

Table 3.17-13 lists the mitigation measures required for the early action projects.

Table 3.17-13 Mitigation Measures Required for Early Action Projects

Early Action Project	Impacts	Mitigation Measures
Pioneer Boulevard Grade Separation	CUL-2: Permanent Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
Norwalk Boulevard and Los Nietos Grade Separation	CUL-1: Disturbance of Known Archaeological Sites during Construction ▪ Potential impact on known archaeological site from ground disturbance (in the vicinity of CA-LAN-182) CUL-2: Permanent Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3

Early Action Project	Impacts	Mitigation Measures
Cerritos Avenue Grade Separation	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
State College Boulevard Grade Separation	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
Commerce Metrolink Station Relocation	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
Buena Park Metrolink Station Relocation	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
Metrolink Fullerton Interlocker Project	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
BNSF Railway Los Angeles Intermodal Facility (Hobart Yard)	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3
BNSF Railway intermodal facility including Commerce Flyover (Commerce Yard)	CUL-2: Disturbance of Unknown Archaeological Sites during Construction ▪ Potential impact on unknown archaeological site from ground disturbance	CUL-MM#1 CUL-MM#2 CUL-MM#3

3.17.9 NEPA Impacts Summary

This section summarizes the impacts of the Shared Passenger Track Alternatives and HSR station options and compares them to the anticipated impacts of the No Project Alternative.

3.17.9.1 No Project Alternative

Under the No Project Alternative, recent development trends within the project section would continue, leading to ongoing cultural resources impacts, although specific impacts on identified cultural resources under the No Project Alternative are unknown.

3.17.9.2 Shared Passenger Track Alternatives

Impacts for the Shared Passenger Track Alternatives are assessed after incorporation of project IAMFs described in Section 3.17.5.3. Impacts on each resource for the Shared Passenger Track Alternatives are summarized in Table 3.17-14.

IAMFs incorporated into the project include **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#3**, **CUL-IAMF#4**, **CUL-IAMF#5**, **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8**. These minimize impacts

and potential impacts on unidentified and identified cultural resources through education and training, monitoring, and repair and stabilization measures.

- **Impact CUL-1:** Eight identified or assumed NRHP/CRHR-eligible archaeological resources could be damaged or destroyed in a manner that would be adverse under Section 106 and an adverse effect under NEPA as a result of ground-disturbing activity, which would be an adverse effect under NEPA. Although IAMFs are incorporated into the project, the potential for an adverse effect remains present for the eight archaeological resources. **CUL-MM#1**, **CUL-MM#2**, and **CUL-MM#3** will reduce impacts in accordance with their specified terms, which include data recovery or preservation in place, as appropriate, and would be implemented to address impacts on these eight known and any unknown archaeological resources.
- **Impact CUL-2:** Because of limited access to private lands in the APE, it is possible that as-yet-unknown NRHP-eligible archaeological resources could be identified within the APE as part of the Section 106 phased historic properties identification effort identified in the Section 106 PA that would be conducted when property access becomes available, prior to ground-disturbing activities (**CUL-IAMF#3**). If such resources are identified, found to be eligible, and cannot be avoided, significant effects on archaeological properties could occur. Construction also has the potential to damage previously unidentified archaeological resources that may not be identified through survey prior to construction. In unpaved areas, cultural resource inventories would be completed once legal access is secured. However, no inventory can ensure that all resources are identified. Because these resources may be historic properties, damage to these resources may diminish their integrity. Additionally, given the nature of the Shared Passenger Track Alternatives and the HSR station options, an established alignment may not be able to be altered to avoid archaeological resources discovered by the time property access is granted, or construction is under way in unsurveyed areas. For these reasons, the Shared Passenger Track Alternatives and HSR station options could cause an adverse effect under NEPA.
- **Impact CUL-3:** Protective barriers placed atop four historic bridges crossing the Los Angeles River (First, Fourth, and Seventh Street Bridges and Olympic Boulevard Bridge) would result in an adverse effect on those properties, even with implementation of **CUL-MM#12**, which is for design review and consultation.
- **Impact CUL-4:** HSR operations would not produce visual, noise, or vibratory impacts that would affect historic properties during construction. Mitigation is not required to reduce effects.
- **Impact CUL-5:** No known tribal cultural resources have been identified in the project section and there would be no effect on known tribal cultural resources; no mitigation is required.
- **Impact CUL-6:** HSR operations would not produce visual, noise, or vibratory impacts that would affect historic properties during operation. Mitigation is not required to reduce effects.

Table 3.17-14 provides a summary of construction and operational impacts under the NHPA.

Table 3.17-14 Summary of Effects Under the National Historic Preservation Act

Properties	Effect	Shared Passenger Track Alternatives	Station Options
Archaeological Properties			
P-19-000182/CA-LAN-182	Phased	Shared Passenger Track Alternatives A and B	None
P-19-001575/CA-LAN-1575	No effect	Shared Passenger Track Alternatives A and B	None

Properties	Effect	Shared Passenger Track Alternatives	Station Options
P-19-002121/CA-LAN-2121	Phased	Shared Passenger Track Alternative B	None
P-19-002770/CA-LAN-2770	Phased	Shared Passenger Track Alternatives A and B	None
P-19-003073/CA-LAN-3073	Phased	Shared Passenger Track Alternatives A and B	None
P-19-003683/CA-LAN-3683	Phased	Shared Passenger Track Alternatives A and B	None
P-30-001712/CA-ORA-1712	Phased	None	Fullerton HSR Station Option only
P-30-001724/CA-ORA-1724	Phased	None	Fullerton HSR Station Option only
P-30-120020	Phased	Shared Passenger Track Alternatives A and B	None
Architectural Properties			
First Street Bridge (Figure 3.17-2, Map ID #8)	Adverse	Shared Passenger Track Alternatives A and B	None
Fourth Street Bridge (Figure 3.17-4, Map ID #16)	Adverse	Shared Passenger Track Alternatives A and B	None
Seventh Street Bridge (Figure 3.17-5, Map ID #87)	Adverse	Shared Passenger Track Alternatives A and B	None
Olympic Boulevard (Ninth Street) Bridge (Figure 3.17-6, Map ID #162)	Adverse	Shared Passenger Track Alternatives A and B	None

HSR = high-speed rail; ID = identification

Table 3.17-15 presents a comparison of the potential impacts of the project alternatives followed by a summary of the impacts.

Table 3.17-15 Comparison of Project Alternative Impacts on Cultural Resources

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact CUL-1: Disturbance of Known Archaeological Sites During Construction	Construction would result in 5 archaeological resources being affected: ▪ P-19-000182/CA-LAN-182 ▪ P-19-002770/CA-LAN-2770 ▪ P-19-003073/CA-LAN-3073 ▪ P-19-003683/CA-LAN-3683 ▪ P-30-120020	Construction would result in 6 archaeological resources being affected: All archaeological sites in Shared Passenger Track Alternative A plus: P-19-002121/CA-LAN-2121	Same as Shared Passenger Track Alternatives within the station area where there are no known archaeological resources in the vicinity.	Construction of the Fullerton HSR Station Option would result in two archaeological resources being affected: ▪ P-30-001712/CA-ORA-1712 ▪ P-30-001724/CA-ORA-1724	Adverse effect (all alternatives and HSR station options)	CUL-MM#1, CUL-MM#2, CUL-MM#3	No adverse effect	No adverse effect	No effect	No adverse effect
Impact CUL-2: Permanent Disturbance of Unknown Archaeological Sites During Construction	Construction may result in the discovery of previously undiscovered archaeological resources.	Similar to Shared Passenger Track Alternative A. The larger construction area may result in the discovery of additional previously undiscovered archaeological resources.	Same as Shared Passenger Track Alternatives within the station area where there are no historic properties in the vicinity.	Similar to Shared Passenger Track Alternatives within the station area. The larger construction area may result in the discovery of additional previously undiscovered archaeological resources.	Adverse effect (all alternatives and HSR station options)	CUL-MM#1, CUL-MM#2, CUL-MM#3	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Impact CUL-3: Permanent Demolition, Destruction, Relocation, or Alteration of Historic Architectural Resources or Setting During Construction	Construction would result in an adverse effect on the First, Fourth, and Seventh Street Bridges and the Olympic Boulevard Bridge. These properties would undergo permanent alteration.	Similar to Shared Passenger Track Alternative A. Construction would result in additional impacts on one historic built resource of these four historic properties and different effects on three of these historic built resources that are also affected by Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternatives within the station area, where there are no historic properties in the vicinity.	Same as Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would be on a larger area than would be modified under the Shared Passenger Track Alternatives, but the HSR station elements are all at sufficient distances from the historic properties, and construction of those additional elements would not add any impacts.	Adverse effect (all alternatives)	CUL-MM#12	Adverse effect	Adverse effect	No effect	No adverse effect
Impact CUL-4: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Construction	Construction would result in a not adverse effect for visual, noise, or vibration impacts.	Same as Shared Passenger Track Alternative A	Same as Shared Passenger Track Alternatives within the station area where there are no historic properties in the vicinity.	Same as Shared Passenger Track Alternatives within the station area	Not adverse (all alternatives and HSR station options)	N/A	No adverse effect	No adverse effect	No effect	No adverse effect

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact CUL-5: Disturbance of Known Tribal Cultural Resources During Construction Defined by Public Resources Code 21074	Construction would not result in any effects on known tribal cultural resources.	Same as Shared Passenger Track Alternative A	Same as Shared Passenger Track Alternatives within the station area where there are no tribal cultural resources in the vicinity.	Same as Shared Passenger Track Alternatives within the station area	No effect (all alternatives and HSR station options)	N/A	N/A	N/A	N/A	N/A
Impact CUL-6: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Operations	Operation would result in a not adverse effect for visual, noise, or vibration impacts.	Same as Shared Passenger Track Alternative A	Same as Shared Passenger Track Alternatives within the station area where there are no historic properties in the vicinity.	Same as Shared Passenger Track Alternatives within the station area	No adverse effect (all alternatives and HSR station options)	N/A	No adverse effect	No adverse effect	No effect	No effect

HSR = high-speed rail; IAMF = impact avoidance and minimization feature; ID = identification; N/A = not applicable;; NEPA = National Environmental Policy Act

3.17.10 CEQA Significance Conclusions

Table 3.17-16 provides a summary of the CEQA determination of significance for all construction and operational impacts discussed in Section 3.17.7.3, Project Impacts, including both archaeological and historic built resources. Concerning archaeological resources, because of limited access to private lands within the APE, it is possible that as-yet-unknown archaeological resources qualifying as historical resources or unique archaeological resources could be identified within the APE as part of the phased historic properties identification effort that would be conducted when property access becomes available, prior to ground-disturbing activities. If such resources are identified, found to be historical resources, and cannot be avoided, significant and unavoidable impacts on such archaeological resources could occur. The Shared Passenger Track Alternatives and the HSR station options also have the potential to damage previously unidentified archaeological resources that may not be identified through survey prior to construction. Although cultural resource inventories would be completed once legal access is secured, no inventory can ensure that all resources are identified. Damage to these resources may disrupt the spatial associations that contain scientifically useful information and therefore alter their potential basis for eligibility. Additionally, given the nature of the Shared Passenger Track Alternatives and the design requirements, an established alignment may not be able to be altered to avoid historical resources or unique archaeological resources discovered by the time property access is granted. For these reasons, the impact of the Shared Passenger Track Alternatives could remain significant and unavoidable. Because built-environment resources were adequately visible from the public right-of-way for the project section, it is unlikely that phased identification would be required for historic built resources.

Table 3.17-16 CEQA Significance Conclusions for Cultural Resources for the Shared Passenger Track Alternatives

Impact	Impact Description and Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Construction				
Impact CUL-1: Disturbance of Known Archaeological Sites During Construction	Significant for both project alternatives, plus the Fullerton HSR Station Option. Archaeological resources are nonrenewable resources and destruction of such resources results in loss of scientific data.	CUL-MM#1, CUL-MM#2, CUL-MM#3	Less than significant	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
Impact CUL-2: Permanent Disturbance of Unknown Archaeological Sites During Construction	Significant for both project alternatives, plus the HSR station options. Archaeological resources are nonrenewable resources and destruction of such resources results in loss of scientific data.	CUL-MM#1, CUL-MM#2, CUL-MM#3	Less than significant	All alternatives and options
Impact CUL-3: Permanent Demolition, Destruction, Relocation, or Alteration of Historic Architectural Resources or Setting During Construction	Significant for both project alternatives. Because of the installation of protective barriers, there would be permanent changes affecting the First, Fourth, and Seventh Street Bridges and Olympic Boulevard Bridge under both project alternatives.	CUL-MM#12	Significant and unavoidable	Shared Passenger Track Alternatives A and B

Impact	Impact Description and Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Impact CUL-4: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Construction	Less than significant for both alternatives, plus the Fullerton HSR Station Option. The project has potential for permanent visual and temporary vibration impacts on the Val-Vita Headquarters, the Elephant Packing House, the Fullerton Ice Company, the Fullerton Union Pacific Railroad Depot, and the Santa Fe Railway Passenger and Freight Depot, and the Fullerton Union Pacific Railroad Depot, but these effects would not alter, damage, or destroy the character-defining features of these buildings. Therefore, the impact under CEQA would be less than significant.	No mitigation measures are required.	Not applicable	Shared Passenger Track Alternatives A and B and Fullerton HSR Station Option
Impact CUL-5: Disturbance of Known Tribal Cultural Resources During Construction Defined by Public Resources Code 21074	No impact. No tribal cultural resources have been identified.	No mitigation measures are required.	Not applicable	None
Operation				
Impact CUL-6: Potential for Visual, Noise, or Vibration Effects on a Historic Building or Structure During Operations	Less than significant for both project alternatives. Trees along the boundary at Hunt Foods and Industries Office and Library would be trimmed during operation to ensure that they do not encroach on the ROW and its operations. This work would encroach on the historical resource but viewsheds to and from the property are not character defining. Therefore, the impact under CEQA would be less than significant.	No mitigation measures are required.	Not applicable	Shared Passenger Track Alternatives A and B

CEQA = California Environmental Quality Act; HSR = high-speed rail; ROW = right-of-way