



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490

888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

June 23, 2020

Ms. Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
California Department of Parks and Recreation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816

Attention: Ms. Natalie Lundquist, State Historian

Subject: Section 106 Consultation for the East San Fernando  
Valley Project, Los Angeles, California  
(FTA\_2013\_0311\_001)

Dear Ms. Polanco:

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA) propose to construct a project called the East San Fernando Valley Transit Corridor Project (Project) located within the San Fernando Valley in the County of Los Angeles. Generally, the Project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station to the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles to the south. This continuing consultation is regarding the FTA reconsideration of its proposed Finding of No Adverse Effect to built environment historic properties within the APE (SHPO concurrence on August 29, 2019) to a Finding of No Adverse Effect with conditions (through preparation of a Cultural Resources Monitoring and Data Recovery Plan [CRMDRP]), pursuant to 36 CFR 800.5(b). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and LACMTA is the Lead Agency under the California Environmental Quality Act (CEQA).

### **Project Description**

The FTA and LACMTA selected Build Alternative 4- the LRT (modified) Alternative as the Locally Preferred Alternative (LPA). The LPA would be similar to Alternative 4 described in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR), but would not include a subway segment. Instead the LPA would be at grade for its entire 9.2-mile length. The LPA would include 14 stations and would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles.

At the intersection Pinney Street and San Fernando Road, the alignment would cross San Fernando Road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.

### **Response to SHPO Comments: Area of Potential Effects and Survey Results**

Based on the additional site report and detail provided by SHPO and analyses of existing site information, site CA-LAN-2681 does not represent a multi-component site with definable horizontal or vertical boundaries and does not possess any identifiable stratigraphic connections or feature associations to relate any elements. As noted, the only relatively intact feature is the small pocket deposit of discarded bottles found partially intact in the trench wall. This deposit has no demonstrated associations with any buildings or datable to provide a historic context for research purposes. Therefore, site CA-LAN-002681 is not considered eligible for listing in the NRHP and as currently understood, does not maintain significance under any of the four criteria and lacks any cohesive integrity related to aspects of location, design, setting, materials, workmanship, feeling, or association. The brick features do not appear to be connected to either the small bottle deposit or the prehistoric isolates. The disassociated deposits do not appear to have any identifiable stratigraphic connections. There were 13 prehistoric artifacts, understood as isolated finds, which had been recovered from random back dirt and spoil piles. However, the prehistoric artifacts are not likely to be associated with each other and have very limited research potential, but their presence indicates an increased level of archaeological sensitivity in this locale for the possible presence of other unknown, buried cultural resources.

**Comment 1 (SHPO Letter Dated 2/14/2020):** For the SHPO request of more documentation (pursuant to 36 CFR 800.11) related to identifying and evaluating archaeological site CA-LAN-002681 (P-19-002681), which was discovered during a 1998 pipe line installation project within the current undertaking's Area of Potential Effects (APE), the SHPO provided the additional documentation in the submittal package:

- *Report: "Draft Final: Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA] [cited as: Pacific Pipeline 2001]*
- *Supplemental Area Maps including: "Site CA-LAN-2681, Modern Aerial;" "USGS San Fernando, CA Quad Map, illustrating the Southern Pacific Railroad line in the APE location (1900);" "Site-CA-LAN-2681-USGS Pacoima CA Quad Map (1927 copy and reprinted copy 1939)" with site and project details overlaid on the 1927 copy; "USGS San Fernando, CA Quad Map (1940);" and USGS San Fernando, CA Quad Map (1953); Official Township and Range Map of Rancho San Fernando that encompasses the APE location (1881); Official Township and Range Map of Rancho San Fernando encompassing the APE location and illustrating the nearby San Fernando Mission (1899).*

**Response 1:** The Finding of Effect Report (June 2019) had previously described the archaeological site CA-LAN-002681 as a “multi-component” prehistoric and historical site based on the description of historic deposits/artifacts and prehistoric artifacts described in the site form and report. The site had not been formally evaluated and the previous FOE assumed eligibility and proposed a phased identification approach to be implemented through a project Programmatic Agreement (PA) and Cultural Resources Monitoring and Treatment Plan (CRMTP).

There had not been a formal National Register of Historic Places (NRHP) eligibility evaluation of the site with a defined historic context under any of the criteria or under any of the aspects of integrity to provide in the draft Cultural Resources Treatment and Monitoring Plan (ICF, June 2019) or in the FOE Report (FTA June 2019). Based on a reevaluation of the site CA-LAN-002681 from the additional documentation Report: "Draft Final: Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA] [cited as: Pacific Pipeline 2001) and Supplemental Area Maps including: “Site CA-LAN-2681, Modern Aerial” it has been determined through review and SHPO comments that the site does not represent a “multi-component” prehistoric and historical site, given the lack of association of historic deposits, and the disturbed nature and context of the prehistoric archaeological isolates. Per SHPO’s recommendation, the site is not a historic property for the purposes of Section 106. The site vicinity does maintain increased sensitivity for intact buried prehistoric deposits (below the depth of previous disturbance of 4 feet below surface) and a finding of No Adverse Effect with conditions (preparation of a CRMDRP) is outlined for the site on pgs. 6-1 of the revised FOE provided with this submittal.

**Comment 2 (SHPO Letter dated 2/20/2020):** Although it does not appear that site CA-LAN-2681 qualifies as a contextually cohesive National Register of Historic Places (NRHP) eligible “historic property” (pursuant to 36 CFR 800.4(c)) the presence of the disassociated deposits indicate a very high level of sensitivity for other unknown, possibly intact, buried cultural resource deposits in the vicinity or at a depth deeper than four feet below ground surface (the maximum depth of the previous oil pipeline trenching). Therefore, pursuant to 36 CFR 800.13(a)(2), FTA may prepare a document to provide a process to take into account the likelihood of discovering potential historic properties and resolving any adverse effects that may occur during implementation of the undertaking. In that regard, although the current draft treatment plan (ICF 2019) is no longer relevant because it is based on a differently proposed process, after review, the following comments are offered as guidance related to substantially revising it or preparing a new monitoring and data recovery plan:

**Response 2:** Per the revised finding of No Adverse Effect with conditions for CA-LAN-2681, the existing CRTMP (ICF, 2019) was revised and restructured as a CRMDRP and provided as a revised attachment to these comment responses for SHPO review and comment.

**Comment 3 (SHPO Letter dated 2/20/2020):** Section 2.2.2.3 History (pg. 20): The establishment of Mission San Fernando is summarized in a single paragraph without mentioning that the project APE falls within its historic land holdings and agricultural field system. The mission itself is less than three miles away in a south-westerly direction and the associated historic ruins (circa 1800) of the Mission Wells and Settling Basin and Spring is less than a 1000 feet to the west; the Wells are designated as Los Angeles Historic-Cultural Monument Number 50 (Sylmar, CA). It is known that the spring was utilized by Native American groups before development of the mission system and the site probably represents prehistoric use as numerous small villages are in the locale, indicating it is an area of long settlement.

**Response 3:** The CRMDRP was revised to include additional background of Mission San Fernando and the location of the current APE within its historic land holdings and agricultural system. Additional background information was provided concerning Mission Wells and Settling Basin and Spring (CRMDRP, ppg.2-11 – 2-12).

**Comment 4 (SHPO Letter dated 2/20/2020):** Section 2.3 Research Focus/Research Domains (pp.22-25): One of three broad research themes listed is: “The influence of Spanish missionaries, Mexican ranchers, and American traders on local land use and site development” yet nowhere in the following sub-list of specific research topics is this theme specifically addressed. There are multiple, well developed archaeological research reports based on this increasingly important theme in the research literature for the Los Angeles Basin. Given the proximity of Mission San Fernando and the Wells, omission of this specific topic and related questions and data needs is puzzling.

**Response 4:** The CRMDRP was revised to include additional research focus/research domains to include the “the influence of Spanish missionaries, Mexican ranchers, and American traders on local land use and site development” within the larger Historic period research themes. No historic materials or deposits were recorded which date to or are associated with this period, however additional research questions were included to incorporate this theme and potential identification of archaeological deposits related to this theme if encountered. The additional research questions are provided under Section 2.3.2, pgs. 2-17 – 2-19.

**Comment 5 (SHPO Letter dated 2/20/2020):** Section 2.5 Feature Identification and Archaeological Testing (pg. 27-ff): It is unclear whether Archaeological and Native American monitoring will occur along the entire 10 mile length of the proposed linear project corridor or if efforts will be focused only in the vicinity of identified site CA-LAN-002681. Given that other project construction components will exceed the circa four foot depth of the previous oil pipeline trenching, consideration should be given to developing a strategy to include monitoring provisions for all areas of the project that exceed the previous four foot depth or which are outside the pipeline alignment corridor but within the APE. Please clarify how monitoring will be incorporated into the entire project APE.

**Response 5:** Archaeological monitoring is recommended only for ground disturbing construction activities which will be conducted within a 50-foot buffer of the boundaries of previously recorded sites within the APE (CA-LAN-1124 and CA-LAN-2681). This was clarified in the introduction paragraph of the CRMDRP, pg. 1-1.

**Comment 6 (SHPO Letter dated 2/20/2020):** Section 2.5.3.1 Geo Probes and 2.5.3.2 Backhoe Trenches (pp. 29-30): Geo-testing for the potential for archaeological buried deposits can be an efficient way to direct efforts to recover such buried deposits. It is unclear why backhoe trenches or hand excavated units will then be used to further expose deposits. Backhoe trenches and hand-excavation in disturbed urban deposits may not be the most efficient way to expose buried deposits within the area of direct impact of the APE. Because stratigraphy and features are most usually found in the side-walls of a narrow backhoe trench, features and stratigraphy are often difficult to identify in a disturbed context. Also, due to safety concerns and visibility limits, trenching much below four feet may not be a feasible way to examine deeper deposits. Since construction excavation will be needed to reach the required depths for building the various project components, has consideration been given to incorporate construction excavation needs by utilizing laser-leveled graders to do a broad exposure scraping of the entire area of direct impact in predetermined layers. After each pass, the monitors would be able to examine the soil surface for evidence of features in both horizontal and vertical exposure. Areas of concern could then be hand-excavated to efficiently expose the feature while work continues elsewhere. At the end of the monitoring phase, the ground surface will be at the required construction level. This standard method can provide efficiencies in phasing, scope and time.

**Response 6:** This comment was originally directed at the older CRTMP (ICF, 2019). Since exploratory testing as part of an identification phase will not occur at site CA-LAN-2681, the exploratory testing methods will not be utilized during archaeological monitoring. However, the use of controlled thin scraping (as appropriate for construction activities and methods) across the site as part of construction monitoring was incorporated into the revised CRMDRP as a strategy for identifying the potential for intact deposits below the target disturbance level of 4 feet below surface.

This additional monitoring method detail was included in Section 3.2.2.1, pg. 3-7; and Section 3.3.2, pgs. 3-10 – 3-11 of the CRMDRP.

### **Consultation with Other Groups**

LACMTA, on behalf of FTA, has consulted with the Native American Heritage Commission and Native American groups regarding the proposed Undertaking and its effects on historic properties. These groups include the Gabrieleno Tongva Indians of California, Fernandeno Tataviam Band of Mission Indians, Gabrieleno-Tongva Tribe, the Gabrieleno Band of Mission Indians – Kizh Nation, San Fernando Band of Mission Indians, and the Tongva Ancestral Territorial Tribal Nation, none of which are federally recognized.

- Responses to the December 2018 follow-up emails sent concerning interest in consultation were received from the Fernandño Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians – Kizh Nation.
- In July of 2019, as the Programmatic Agreement and CRTMP were developed, letters and copies of the Draft PA and CRTMP were sent to the Fernandño Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians – Kizh Nation.
- A response was received from the Fernandño Tataviam Band of Mission Indians (FTBMI) requesting more information about the project, the Draft CRTMP and the Draft Programmatic Agreement (PA). A response concerning the Draft PA and CRTMP was not received from the Gabrieleno Band of Mission Indians.
- LACMTA, on behalf of FTA, hosted a conference call on September 24, 2019 with Mr. Jairo Avila from the FTBMI to discuss the project and address any questions or comments. During the call, the FTBMI expressed interest in providing an updated ethnohistoric background to be included in the CRTMP document (ICF, 2019). During the call, the Tribe also requested that monitoring should occur along the entire length of the project alignment.
- On October 24, 2019, the FTBMI provided detailed comments on the CRTMP and additional ethnohistoric background on the vicinity of site CA-LAN-2681, which was incorporated into the revised CRMDRP on pgs. 2-7 – 2-10.
- A follow-up letter addressing the comments FTBMI had on the CRTMP was sent on December 1, 2019 to Mr. Jairo Avila with FTBMI. Consultation with the Tribes is ongoing and will continue through the construction phase of the project.

### **Findings**

FTA requests the SHPO concurrence of a Finding of No Adverse Effect with conditions pursuant to 36 CFR 800.5(b). SHPO concurred with a Finding of No Adverse Effect to built environment historic properties within the APE on August 29, 2019.

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

Ray Tellis  
Regional Administrator

### **Attachments:**

A: Finding of Effect (FOE)

B: Cultural Resources Monitoring and Data Recovery Plan (CRMDRP)



**U.S. Department  
of Transportation  
Federal Transit  
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90 7<sup>th</sup> Street  
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213-202-3950

Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
California Department of Parks and Recreation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816  
Attention: Natalie Lundquist, State Historian

**SEP 17 2019**

Re: Section 106 Consultation for the East  
San Fernando Valley Project, Los Angeles,  
California (FTA\_2013\_0311\_001)

Dear Ms. Polanco:

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA) propose to construct a project called the East San Fernando Valley Transit Corridor Project (Project). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and LACMTA is the Lead Agency under the California Environmental Quality Act (CEQA).

### **Project Description**

The East San Fernando Valley Transit Corridor Project study area is located within the San Fernando Valley in the County of Los Angeles. Generally, the Project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station to the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles to the south.

The LACMTA Board, in coordination with FTA selected Build Alternative 4- the LRT (modified) Alternative as the Locally Preferred Alternative (LPA).

The FTA has applied the Criteria of Adverse Effect as outlined in 36 CFR Part 800.5 and determined that the proposed undertaking will have no adverse effect to any of the built environment properties listed above. Given the materials of the buildings and the distance from proposed construction activities, the project will not cause adverse vibration damage. In addition, all of these built environment historic properties are located in neighborhoods impacted by change over time. The construction of new stations within their vicinity will not have an adverse effect on these historic properties.

The FTA has also found that the project will have no adverse effect on CA-LAN-1124. On August 29, 2019, the California State of Historic Preservation Officer (SHPO) concurred with the Finding of No Adverse Effect to the built environment properties (14601-3 Aetna Street,

130 N Brand Boulevard, Boy's Gymnasium, 6353 Van Nuys Boulevard, 8324 Van Nuys Boulevard, 9110 Van Nuys Boulevard), as well as no adverse effect on CA-LAN-1124.

The SHPO could not concur with the FTA findings to address the adverse effect as stated in the Programmatic Agreement (PA) and Cultural Resources Treatment and Monitoring Plan (CRTMP) for CA-LAN-2681 based on its location within the APE. The findings included the potential physical destruction of, or damage to, all or part of this potential historic property, as well as the project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. To address the comments and questions, the information listed below was requested by SHPO.

1. **Comment:** It is stated that the project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. It is unclear whether this proposed pipeline relocation alignment is included in the current overall APE and whether it has been surveyed. Please provide a map delineating the proposed pipeline relocation alignment and a summary of current identification efforts for this proposed project element.

**Response:** At the this time, a proposed relocation alignment for the existing pipeline has not been determined. There is consideration for the existing pipeline to remain in its current location. As the design is confirmed, the PA, CRTMP, APE, and figures will be revised to reflect changes and appropriate consultation will occur. Please see the attached Site CA-LAN-2681 maps which emphasize the APE, Site Boundary, Proposed Project elements and the existing pipeline alignment.

2. **Comment:** Both the FOE Report and the draft CRTMP reference a previous monitoring report for the initial pipeline installation project that located site CA-LAN-2861: "*Draft Final Archaeological Monitoring Along the Pacific Pipeline, 2001* [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA]. Please provide a copy to the SHPO for use in evaluating the CRTMP.

**Response:** The 2001 monitoring report *Draft Final Archaeological Monitoring Along the Pacific Pipeline* is attachment. Site CA-LAN-2681 (Resource 35 in the Draft Report) is discussed on pages 26-27 of the report.

3. **Comment:** Does the FTA have a set of Sanborn Maps for the immediate area of the location of CA-LAN-2681 and the proposed new station? Such maps and other earlier city maps can provide information on historic activities that occurred in this area. Please provide a set of any historic maps that may be available for this location.

**Response:** The available historic maps of the site vicinity have been attached. CA-LAN-2681 is just northwest of the San Bernardino city limits (Hubbard Street), which is the boundary for this area's Sanborn coverage. The site area is not depicted on any historic Sanborn Maps. The historic USGS and GLO maps are also attached for reference. None of the maps appear to depict any structures or features that coincide directly with the current site or APE.



## Evaluation of Effects

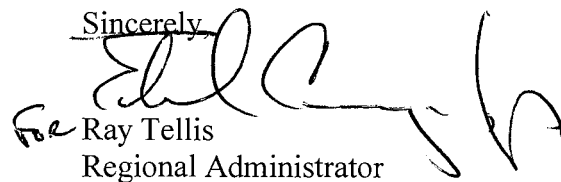
FTA has applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5 on all the identified historic properties and has determined that the proposed undertaking would not cause an adverse effect on any built-environment historic properties within the APE or Archaeological Site CA-LAN-1124 (P-19-001124), but the proposed undertaking would cause an adverse effect on Site CA-LAN-2681 (P-19-002681).

Under LPA, site #19-002681 would be located within the horizontal extent of the APE and may be within vertical APE within the construction footprint at this location. Construction activities would involve excavation during station construction, sidewalk widening and removal, and utility relocations. The Undertaking would have an Adverse Effect on this property because the effects of the undertaking do meet one of the criteria of adverse effects under 36 C.F.R. 800.5(a)(2), specifically the project may cause the physical destruction of or damage to all or part of the property. The project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. Since these excavations will be deep and since the archaeological site is co-located with the pipeline, the archaeological site would likely be affected.

## Findings

In accordance with 36 CFR 800.5, the FTA is seeking the SHPO's concurrence on the Programmatic Agreement (PA) and Cultural Resources Treatment and Monitoring Plan (CRTMP) that Site CA-LAN-2681 (P-19-002681) is the one property that could be adversely affected by the proposed undertaking, as addressed in the phased identification, testing, and the resolution of adverse effects. The PA and CRTMP documents have been reviewed by FTA and Metro and are attached for review, feedback and comments.

If you have any questions, please contact Candice Hughes, Environmental Protection Specialist, (213) 629-8613.

Sincerely,  
  
Ray Tellis  
Regional Administrator

## Attachments:

- A: CA-LAN-2681 maps
- B: Draft Final Archaeological Monitoring Along the Pacific Pipeline, 2001 (monitoring report)
- C: Sanborn Maps



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 29, 2019

VIA EMAIL

Reply To: FTA\_2013\_0311\_001

Mr. Ray Tellis, Regional Administrator  
Federal Transit Administration, Region 9  
90 7<sup>th</sup> Street, Suite 15-300  
San Francisco, CA 94103-6701

Re: East San Fernando Valley Transit Corridor Project, Cities of Los Angeles and San Fernando, Los Angeles County, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter on July 30, 2019, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The FTA included the following documentation in the package:

- *East San Fernando Valley Transit Corridor Finding of Effect Report, June 2019*
- *Draft Programmatic Agreement Among the Federal Transit Administration, The Advisory Council on Historic Preservation, and the California State Historic Preservation Officer Regarding the East San Fernando Valley Transit Corridor Project, City of Los Angeles and City of San Fernando, Los Angeles County, California*
- *East San Fernando Valley Transit Corridor Project Cultural Resources Treatment and Monitoring Plan*

The proposed light rail transit project would build 14 stations and would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection of Pinney Street and San Fernando Road, the alignment would cross San Fernando road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station. Overall, the line will be 9.2 miles in length.

In a previous consultation with the State Historic Preservation Officer (SHPO), the following properties were determined to be eligible for the National Register of Historic Places through a consensus determination on April 5, 2017:

- 14601-3 Aetna Street
- 130 N Brand Boulevard
  - Boy's Gymnasium
- 6353 Van Nuys Boulevard
- 8324 Van Nuys Boulevard
- 9110 Van Nuys Boulevard

The FTA also identified two archaeological sites located within the APE for the project:

- CA-LAN-1124 – the site of the circa 1874 Southern Pacific Railroad San Fernando Station. All buildings were demolished by 1982 when this site was recorded as a vacant lot. It is stated that this site is now located outside the APE and would not be affected by the Undertaking (FOE Report June 2019: page 5-27).
- CA-LAN-2681 – is a multi-component prehistoric and historic archaeological deposition site that encompasses two brick features, a concentration of historical glass (mostly bottle fragments) and a sparse number of dispersed prehistoric ground stone and flaked tools found in the trenching back dirt (FOE Report June 2019: pages 4-11 & 4-12).

The subsurface extent of archaeological site CA-LAN-2681 has not been determined, nor has it been evaluated for the NRHP. This site is located within the horizontal extent of the APE and may be located within the vertical APE of the construction footprint at this point and therefore has the potential to be directly affected by the undertaking. Construction activities will involve excavation during station construction, sidewalk widening and removal, utility relocations and relocation of the existing Pacific oil pipeline.

The FTA has applied the Criteria of Adverse Effect as outlined in 36 CFR Part 800.5 and determined that the proposed undertaking will have no adverse effect to any of the built environment properties listed above. Given the materials of the buildings and the distance from proposed construction activities, the project will not cause adverse vibration damage. In addition, all of these built environment historic properties are located in neighborhoods impacted by change over time. The construction of new stations within their vicinity will not have an adverse effect on these historic properties.

The FTA has also found that the project will have no adverse effect on CA-LAN-1124.

Finally, the FTA has found that the project could have an adverse effect on CA-LAN-2681 because its location within the APE may cause the physical destruction of, or damage to, all or part of this potential historic property. The project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. As these excavations will be deep and since the archaeological site is co-located with the pipeline, the archaeological site will most likely be affected by this proposed construction activity.

To address this concern, the FTA and Metro have prepared a draft Programmatic Agreement (PA) and a draft Cultural Resources Treatment and Monitoring Plan (CRTMP) to address phased testing, identification and NRHP evaluation, and the resolution of any potential adverse effects that may occur on Site CA-LAN-2681 (P-19-002681) should it be evaluated as a historical property. The PA and CRTMP documents have been reviewed by FTA and Metro and are provided for review, feedback and comments.

After reviewing the information submitted with your letter, I offer the following comments and questions:

- I have no objection to your finding that the project will have no adverse effect to the built environment properties listed above.
- I have no objection to your finding that the project will have no adverse effect to CA-LAN-1124 – the site of the circa 1874 Southern Pacific Railroad San Fernando Station, as it is located outside of the current APE.
- It is stated that the project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. It is unclear whether this proposed pipeline relocation alignment is included in the current overall APE and whether it has been surveyed. Please provide a map delineating the proposed pipeline relocation alignment and a summary of current identification efforts for this proposed project element.
- Both the FOE Report and the draft CRTMP reference a previous monitoring report for the initial pipeline installation project that located site CA-LAN-2861: *“Draft Final Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA]*. Please provide a copy to the SHPO for use in evaluating the CRTMP.
- Does the FTA have a set of Sanborn Maps for the immediate area of the location of CA-LAN-2681 and the proposed new station? Such maps and other earlier city maps can provide information on historic activities that occurred in this area. Please provide a set of any historic maps that may be available for this location.
- Review, feedback and comments on the draft PA and CRTMP will be provided separately from this correspondence when the additional information is received.

I look forward to continuing this consultation with you. If you have any questions, please contact Natalie Lindquist, Historian, at (916) 445-7014 or [Natalie.Lindquist@parks.ca.gov](mailto:Natalie.Lindquist@parks.ca.gov) or Jeanette Schulz, Archaeologist at (916) 445-7031 or [Jeanette.Schulz@parks.ca.gov](mailto:Jeanette.Schulz@parks.ca.gov) .

Sincerely,



Julianne Polanco  
State Historic Preservation Officer



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 20, 2020

In Reply Refer to: FTA\_2013\_0311\_001

**VIA ELECTRONIC MAIL**

Mr. Ray Tellis, Regional Administrator  
Federal Transit Administration, Region 9  
90 7<sup>th</sup> Street, Suite 15-300  
San Francisco, CA 94103-6701

Attention: Ms. Candice Hughes, Environmental Protection Specialist

Re: Section 106 Continuing Consultation: East San Fernando Valley Transit Corridor Project,  
Cities of Los Angeles and San Fernando, Los Angeles County, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation on the above referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as now amended), and its most current implementing regulations at 36 CFR § 800. FTA has provided a draft report related to developing a treatment and monitoring plan in the vicinity of the archaeological deposits identified as archaeological site CA-LAN-002681 (P-19-002681), which was discovered during a 1998 pipe line installation project. The site is within the current undertaking's Area of Potential Effects (APE). FTA has requested SHPO comments on this draft document. The subject treatment plan is:

- *Report: East San Fernando Valley Transit Corridor Project Cultural Resources Treatment and Monitoring Plan; June 2019. [By: S. Byrne, ICF Consulting, Los Angeles, CA] [For: W. Davis, Los Angeles County Metropolitan Authority, Los Angeles, CA] [cited as: ICF 2019]*

Although it does not appear that site CA-LAN-2681 qualifies as a contextually cohesive National Register of Historic Places (NRHP) eligible "historic property" (pursuant to 36 CFR 800.4(c)) the presence of the disassociated deposits indicate a very high level of sensitivity for other unknown, possibly intact, buried cultural resource deposits in the vicinity or at a depth deeper than four feet below ground surface (the maximum depth of the previous oil pipeline trenching). Therefore, pursuant to 36 CFR 800.13(a)(2), FTA may prepare a document to provide a process to take into account the likelihood of discovering potential historic properties and resolving any adverse effects that may occur during implementation of the undertaking.

In that regard, although the current draft treatment plan (ICF 2019) is no longer relevant because it is based on a differently proposed process, after review, the following comments are offered as guidance related to substantially revising it or preparing a new monitoring and data recovery plan:

1. **2.2.2.3 History (pg. 20):** The establishment of Mission San Fernando is summarized in a single paragraph without mentioning that the project APE falls within its historic land holdings and agricultural field system. The mission itself is less than three miles away in a south-westerly direction and the associated historic ruins (circa 1800) of the Mission Wells and Settling Basin and Spring is less than a 1000 feet to the west; the Wells are designated as Los Angeles Historic-Cultural Monument Number 50 (Sylmar, CA).

It is known that the spring was utilized by Native American groups before development of the mission system and the site probably represents prehistoric use as numerous small villages are in the locale, indicating it is an area of long settlement.

2. **2.3 Research Focus/Research Domains (pp.22-25):** One of three broad research themes listed is: "*The influence of Spanish missionaries, Mexican ranchers, and American traders on local land use and site development*" yet nowhere in the following sub-list of specific research topics is this theme specifically addressed. There are multiple, well-developed archaeological research reports based on this increasingly important theme in the research literature for the Los Angeles Basin. Given the proximity of Mission San Fernando and the Wells, omission of this specific topic and related questions and data needs is puzzling.
3. **2.5 Feature Identification and Archaeological Testing (pg. 27-ff):** It is unclear whether Archaeological and Native American monitoring will occur along the entire 10 mile length of the proposed linear project corridor or if efforts will be focused only in the vicinity of identified site CA-LAN-002681. Given that other project construction components will exceed the circa four foot depth of the previous oil pipeline trenching, consideration should be given to developing a strategy to include monitoring provisions for all areas of the project that exceed the previous four foot depth or which are outside the pipeline alignment corridor but within the APE. Please clarify how monitoring will be incorporated into the entire project APE.
4. **2.5.3.1 Geo Probes and 2.5.3.2 Backhoe Trenches (pp. 29-30):** Geo-testing for the potential for archaeological buried deposits can be an efficient way to direct efforts to recover such buried deposits. It is unclear why backhoe trenches or hand excavated units will then be used to further expose deposits. Backhoe trenches and hand-excavation in disturbed urban deposits may not be the most efficient way to expose buried deposits within the area of direct impact of the APE. Because stratigraphy and features are most usually found in the side-walls of a narrow backhoe trench, features and stratigraphy are often difficult to identify in a disturbed context. Also, due to safety concerns and visibility limits, trenching much below four feet may not be a feasible way to examine deeper deposits. Since construction excavation will be needed to reach the required depths for building the various project components, has consideration been given to incorporate construction excavation needs by utilizing laser-leveled graders to do a broad exposure scraping of the entire area of direct impact in predetermined layers. After each pass, the monitors would be able to examine the soil surface for evidence of features in both horizontal and vertical exposure. Areas of concern could then be hand-excavated to efficiently expose the feature while work continues elsewhere. At the end of the monitoring phase, the ground surface will be at the required construction level. This standard method can provide efficiencies in phasing, scope and time.

Please consider the above comments during preparation of any revised documents for this undertaking. I look forward to continuing this consultation. Should there be any questions, please contact Natalie Lindquist, Historian, at [Natalie.Lindquist@parks.ca.gov](mailto:Natalie.Lindquist@parks.ca.gov) or phone (916) 445-7014 or Jeanette Schulz, Archaeologist at [Jeanette.Schulz@parks.ca.gov](mailto:Jeanette.Schulz@parks.ca.gov) or phone (916) 445-7031.

Sincerely,



Julianne Polanco  
State Historic Preservation Officer

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 14, 2020

In Reply Refer to: FTA\_2013\_0311\_001

**VIA ELECTRONIC MAIL**

Mr. Ray Tellis, Regional Administrator  
Federal Transit Administration, Region 9  
90 7<sup>th</sup> Street, Suite 15-300  
San Francisco, CA 94103-6701

Attention: Ms. Candice Hughes, Environmental Protection Specialist

Re: Section 106 Continuing Consultation: East San Fernando Valley Transit Corridor Project,  
Cities of Los Angeles and San Fernando, Los Angeles County, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation on the above referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as now amended), and its most current implementing regulations at 36 CFR § 800. FTA is responding to my request for more documentation (pursuant to 36 CFR 800.11) related to identifying and evaluating archaeological site CA-LAN-002681 (P-19-002681), which was discovered during a 1998 pipe line installation project and which is within the current undertaking's Area of Potential Effects (APE). The following additional documentation is included in this submittal package:

- Report: "Draft Final: Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA] [cited as: Pacific Pipeline 2001)
- Supplemental Area Maps including: "Site CA-LAN-2681, Modern Aerial;" "USGS San Fernando, CA Quad Map, illustrating the Southern Pacific Railroad line in the APE location (1900);" "Site-CA-LAN-2681-USGS Pacoima CA Quad Map (1927 copy and reprinted copy 1939)" with site and project details overlaid on the 1927 copy; "USGS San Fernando, CA Quad Map (1940);" and USGS San Fernando, CA Quad Map (1953); Official Township and Range Map of Rancho San Fernando that encompasses the APE location (1881); Official Township and Range Map of Rancho San Fernando encompassing the APE location and illustrating the nearby San Fernando Mission(1899);

The additional documentation was requested because, although archaeological site CA-LAN-002681 has been described as a "multi-component" prehistoric and historical site that encompasses two brick features, a concentration of historical glass (mostly bottle fragments) and a sparse number of dispersed prehistoric ground stone and flaked tools found in the trenching back dirt (FOE Report June 2019: pps 4-11 & 4-12), no formal National Register of Historic Places (NRHP) eligibility evaluation of the site, with a defined historic context under any of the criteria or under any of the aspects of integrity, was provided in either the draft Cultural Resources Treatment and Monitoring Plan (ICF, June 2019) or in the FOE Report (FTA June 2019).

It is therefore, unclear how, or whether, site CA-LAN-2681 qualifies as a contextually cohesive NRHP-eligible "historic property" (pursuant to 36 CFR 800.4(c) and 800.11(e)(2) & (e)(3)).

The Pacific Pipeline Report (2001) is very consistent in its description of CA-LAN-2681, identified as “Resource 35” throughout the report:

- [pg.23]: “cultural materials...found...consisted of a diffuse scatter of historic and prehistoric artifacts located immediately southwest of the Metrolink RR ROW at the Truman Street/San Fernando intersections...the exposed area was described as being very disturbed...prehistoric artifacts were within the back dirt piles only, although monitor Knight suggested that an intact prehistoric deposit could be present at a depth of 4 or more feet...a ‘concentration of historic artifacts’ was recorded [and] samples were recovered from the back dirt piles and from portions of the upper trench walls [about] 100 pieces of historic glass were found in back-dirt piles....All of the artifacts were discovered during and/or following trenching and during back-filling activities.”
- [pg. 24]: Remnants of two brick features of unknown function were discovered near Station 4070...Additional information regarding construction techniques, height, context or possible function was not provided in the field notes.”  
“...no ethnohistoric period artifacts have been found and no intact village/residential deposit has been located....There is no evidence, either archaeologically or from archival documents, that the artifacts associated with Resources 35 are related to the village of *Pasknga*, or, for that matter, any other village. Because of the disturbed nature of the site context...artifacts from the ROW would have limited significance.”
- [pp.42-43]: (cf. 5.0 Summary)...Resource 35...”All of the materials were recovered in disturbed fill; none of the prehistoric items were found *in situ*. Information regarding depth of the fill material was limited. Since the artifacts were found within a disturbed context, significance of the resource would be limited.”
- [Appendix B-(list of Cultural Resources Identified During Construction-pg. B-8-35): “Previously recorded site (LAN-2681) was not within the PPSI right-of-way. Materials encountered during the trenching are not considered to be part of this site. Prehistoric and historic artifacts were noted with a disturbed context.”

In the CRTMP (2019), Appendix A includes all the recorded DPR 523 site records for CA-LAN-2681. Mr. Albert Knight did the monitoring for the Pacific Pipeline. In his February 13, 2001 site record; under “A.14 Remarks” it is stated *“Because of the disturbed nature of the context, and the lack of other physical evidence of an ethnohistoric village deposit, this impacted area would likely be considered ineligible for listing in the National Register. Additional evaluations would be required to determine the exact boundaries and content of Resource 35 and its possible relationship to ethnohistoric resources.”*

Again, in a November 1998 Supplemental, Knight describes the deposits as *“much of this area is very disturbed, and none of the prehistoric items described here were found in situ. Prehistoric artifacts were observed ON back-dirt piles only [Sic].”*

Based on a complete review of the additional report and information in the CRTMP, it appears that site CA-LAN-2681 does not represent a contextually cohesive multi-component site with definable horizontal or vertical boundaries and does not possess any intact stratigraphy or feature associations that would relate the disparate elements to each other. The only relatively intact feature to represent site CA-LAN-2681 is the small pocket deposit of discarded bottles that was found partially intact in the trench wall. This deposit has no demonstrated associations with any buildings or datable features that would provide a historic context sufficient for research purposes. The 13 prehistoric artifacts were all recovered from random back dirt and spoils piles only and might not even be associated with each other. As such they are only isolates with no, or very limited, research potential other than to indicate that there is a very high level of archaeological sensitivity in this locale for the possible presence



of other unknown, buried cultural resources. The brick features do not appear to be connected to either the small bottle deposit or the prehistoric isolates.

Based on the above information, I do not agree that CA-LAN-002681 is a “multi-component site” eligible for listing in the NRHP, as it has no significance under any of the four criteria and lacks any cohesive integrity related to aspects of location, design, setting, materials, workmanship, feeling, or association. These disassociated deposits do not appear to have any identifiable stratigraphic connections.

Therefore, site CA-LAN-002681 is not a historic property for the purposes of Section 106 review. Because CA-LAN-2681 is not a historic property, I do not agree with the proposed finding of adverse effect for the overall undertaking. These cultural materials do however indicate that there may be other buried, intact resources within the defined APE

I have previously agreed that there will be no adverse effects to the five evaluated built environment properties and to site CA-LAN-001124, as it is outside the APE. I recommend that FTA reconsider its proposed finding of adverse effect as no eligible historic properties will be adversely affected by the undertaking as currently described. There is a potential for a finding of no adverse effect with conditions, pursuant to 36 CFR 800.5(b), by development of a robust Monitoring and Data Recovery Plan pursuant to 36 CFR 800.13(a)(2).

I look forward to continuing this consultation. Should there be any questions, please contact Natalie Lindquist, Historian, at (916) 445-7014 or [Natalie.Lindquist@parks.ca.gov](mailto:Natalie.Lindquist@parks.ca.gov) or Jeanette Schulz, Archaeologist at (916) 445-7031 or [Jeanette.Schulz@parks.ca.gov](mailto:Jeanette.Schulz@parks.ca.gov) .

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal line extending to the right.

Julianne Polanco  
State Historic Preservation Officer



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 Seventh Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 (fax)

**MAR 3 2017**

Ms. Julianne Polanco  
Department of Parks and Recreation  
Office of Historic Preservation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816  
Attention: Kathleen Forrest

Re: Section 106 Consultation for the East San  
Fernando Valley Transit Corridor Project,  
Los Angeles, California  
FTA\_2013\_0311\_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA) propose to construct a project called the East San Fernando Valley Transit Corridor Project (Undertaking). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and LACMTA is the Lead Agency under the California Environmental Quality Act (CEQA).

**Project Description:**

The proposed undertaking would include a range of new public transit service alternatives that would accommodate future population growth and transit demand through the San Fernando Valley along San Fernando Road and Van Nuys Boulevard. The East San Fernando Valley Transit Corridor (ESFVTC) Project Area of Potential Effects (APE) is located in the San Fernando Valley in the County of Los Angeles. Generally, the project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south.

The FTA and LACMTA are considering four build alternatives, including a curb-running Bus Rapid Transit (BRT), a median-running BRT, a median-running low-floor Light Rail Transit (LRT)/tram, and a median-running LRT, in addition to a Transportation System Management (TSM) and No-Build Alternative. All build alternatives would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south, with the exception of Build Alternative 4 which includes a 2.5-mile segment within LACMTA-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of Panorama City and Van Nuys.

The FTA has prepared the attached Historic Property Evaluation Report and Cultural Resources Identification Report in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations outlined in 36 CFR 800.4 to identify historic properties within the project's Area of Potential Effects (APE).

### **Delineation of the Area of Potential Effects/Methodology**

For this Undertaking, a preliminary study area was identified for research and records search purposes, which encompassed a one-half mile radius on either side of the proposed alignment areas. This initial study area was used to identify the locations of previously identified historical resources and to gauge the historic sensitivity of the area. However, conducting an intensive-level historical resources survey within this entire study area would have been too expansive, as the likelihood of properties a ¼ to ½ mile away from the alignment being affected by the introduction of the proposed transit project are negligible within a dense urban environment. Further, the study area included thousands of properties, most of which would likely not be historically significant.

Thus, the FTA and LACMTA consulted with SHPO's reviewer (Kathleen Forrest) via conference call on April 14, 2013 to discuss the appropriate level of effort for the identification and evaluation of historical resources and to determine the appropriate APE. Due to the size and linear nature of the Undertaking, and due to the minimal potential for effects on historic properties, the FTA and LACMTA proposed a streamlined approach to evaluating potential historical resources within the approximate 10 miles of the Undertaking's corridor and determined the APE to include the roadway only, with the exception of where new stops would be located, in which case the APE would be drawn to include one parcel on each corner of the affected intersection or proposed stop location.

During the April 14, 2013 meeting, the SHPO's reviewer approved the proposed streamlined methodology and requested that the Project team prepare a State of California Department of Parks and Recreation (DPR) 523 Form A for all properties 45 years of age or older, and a 523 B Form for all properties that appeared to be potentially eligible for the NRHP, as determined by the Project team's qualified staff and utilizing the City of Los Angeles SurveyLA historic context themes.

Following the introduction of additional build alternatives in 2014 (that added several new stop locations and provided more information on LRT infrastructure along the proposed alignment), and once the FTA and LACMTA had a better understanding of where associated maintenance facilities would be located, the Project team revised the APE. The new APE was expanded to include the four parcels immediately adjacent to each proposed BRT or LRT stops for all alternatives, additional parcels along the street front to accommodate for potential visual impacts caused by the elevated LRT stops within the median, as well as proposed tunnel locations and potential maintenance and storage facility sites for all build alternatives. The FTA previously submitted the APE map for your review and approval (Concurrence letter dated June 2, 2015).

### **Identification/Evaluation of Historic Properties (36 CFR 800.4):**

Since the new APE boundaries included over 400 properties that were 45 years of age or older

that would traditionally require individual evaluation for historic significance, the project team conducted a reconnaissance survey of all properties within the proposed APE and consulted with SHPO's reviewer again on February 11, 2015 in order to streamline the evaluation process even further.

The revised methodology proposed to the SHPO's staff, and subsequently approved, was to only evaluate and record properties on DPR 523 A and B forms that are more than 45 years old that retain a moderate to high level of integrity and that have apparent potential significance. The determination of "potential significance" would be made by qualified architectural historians utilizing the historic contexts included in the City of Los Angeles' Citywide Historic Context Statement and SurveyLA methodology for evaluating potential historical resources. For concentrated areas of potential right-of-way acquisition (such as the proposed maintenance stations), the SHPO's reviewer approved the proposed approach of evaluating these areas as districts within the SurveyLA historic context themes, rather than evaluating each of the properties on an individual basis.

Of the more than 400 parcels within the APE that were more than 45 years of age, 180 met the aforementioned criteria for evaluation, either as a property requiring individual evaluation or as a property located with a potential district area. These included primarily commercial and industrial buildings. Nineteen of the properties were evaluated individually, while the rest were evaluated as districts, per the methodology outlined above.

Background research was conducted to identify historical resources previously recorded and located in the study area. Background research included a records search for built environment resources at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton on May 28, 2013 (records search #13094.9772) and review of local records with the City of Los Angeles and the City of San Fernando. The SCCIC records search that was conducted included properties located within 0.5 miles to the east and west of Van Nuys Boulevard and San Fernando Road.

On October 6, 2011, ICF conducted an archaeological records search at the SCCIC located at California State University Fullerton. SCCIC is a branch of the California Historical Resources Information Center, which maintains the State of California's official records of previously recorded cultural resource studies and recorded archaeological sites. SCCIC maintains the records for Los Angeles and Orange Counties. The SCCIC records search included the project study area and a 1/2-mile buffer surrounding the project study area.

A review of SCCIC's records indicates that 56 previous cultural resource studies have been conducted within a 0.5-mile radius of the project alternatives. Approximately 25% of the project alternatives have been previously surveyed. Previous cultural resource studies have identified two archaeological sites within the project APE. Previous cultural resource studies have identified 15 additional cultural resource within a 1/2-mile radius of the APE, of which 12 are built resources and three are prehistoric archaeological sites.

Within the study area, 15 built environment properties were previously recorded as either historic properties (NRHP-eligible) or historical resources (listed or eligible for the CRHR or local listing). Of the 15 previously recorded resources, two individual properties are listed in the NRHP and the CRHR and local landmark programs and one property, San Fernando Road, was

identified as appearing to be eligible as part of a previous study. The San Fernando Road Bridge over Pacoima Wash (Bridge #53C-0302), was individually evaluated in 2012 and found to be not eligible for the NRHP or CRHR as an individual resource (Category 5 on the Caltrans historic bridge inventory), but is a contributing feature of San Fernando Road, which was previously found eligible for listing in the NRHP and CRHR as part of a CEQA review process. A small segment of both the San Fernando Road and Bridge #53C-0302 are located within the project's APE.

Address	City	Zip	Description	Designation/Listing Type
1100 Pico Street	San Fernando	91340	Lopez Adobe	NRHP, CRHR, identified City of San Fernando Historic Preservation Element
14553 Sylvan Street	Los Angeles	91411	Van Nuys Branch Library	NRHP, CRHR, HCM No. 911
San Fernando Road	San Fernando	91340	Portion of Segment B, including Bridge #53C-0302 (contributing feature)	Appears to be eligible for NRHP

As part of the East San Fernando Valley Transit Corridor Project, the FTA has evaluated (or re-evaluated) the following 10 individual properties within the APE and has determined that they appear eligible for the National Register of Historic Places (NRHP) and are therefore historic properties for the purposes of Section 106 of the National Historic Preservation Act (NHPA). Pursuant to CFR 800.4 the FTA would like your concurrence on this determination.

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
1.	2241-026-007	14601 Aetna Street (also part of Bessemer & Oxnard Industrial District evaluation)	Los Angeles	PWA Moderne Department of Water & Power Building; HP14. Government Building	1937	3S	3, 4
2.	2519-017-900, 2519-018-900, 2519-019-900	130 N. Brand Blvd	San Fernando	Auditorium, Science Building, Boy's Gymnasium	1916 1937	2S2	4

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
3.	2521-032-008	1140 San Fernando Rd (also part of San Fernando Road Commercial District evaluation)	San Fernando	J.C. Penney Department Store; HP06. 1-3 Story Commercial Building	1953	3S	3
4.	2612-004-017	1601 San Fernando Rd	San Fernando	Mission Car Wash; HP06. 1-3 Story Commercial Building	1965	3S	1, 2
5.	2241-004-007	6353 Van Nuys Blvd	Los Angeles	Art Deco Commercial Building; HP06. 1-3 Story Commercial Building	1939	3S	All
6.	2236-011-023	6551 Van Nuys Blvd	Los Angeles	Bank of America; HP06. 1-3 Story Commercial Building	1967	3S	3
7.	2210-010-022	8201 Van Nuys Blvd	Los Angeles	Van Nuys Savings & Loan; HP06. 1-3 Story Commercial Building	1957	3S	1, 3, 4
8.	2638-022-019	8324 Van Nuys Blvd	Los Angeles	Panorama City Bank of America; HP06. 1-3 Story Commercial Building	1954	3S	All
9.	2639-008-025	9110 Van Nuys Blvd	Los Angeles	Panorama Movie Theater; HP06. 1-3 Story Commercial Building	1958	3S	All
10.	N/A	San Fernando Road, Segment B and	San Fernando	Multi-lane paved roadway; HP38. Highway	c. 1871	3S	3

The FTA has evaluated the following 170 properties (either individually or as potential district areas) for the East San Fernando Valley Transit Corridor Project and has determined that the properties appear ineligible for the NRHP. Pursuant to 36 CFR 800.4, the FTA would like your concurrence on this determination.

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
1.	2241-023-016	6103 Cedros Ave	Los Angeles	Valley Planing Mill; HP08. Industrial Building	1923	6Z	4A
2.	2241-025-028	6000 Kester Ave	Los Angeles	Valley Builders Supply; HP08. Industrial Building	1946	6Z	4A
3.	2241-025-018	14829-33 Oxnard Street	Los Angeles	Valley Sash & Door; HP08. Industrial Building	1948	6Z	4A

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
4.	2240-001-006	6362 Van Nuys Blvd	Los Angeles	Hart's Jewelry; HP06. 1-3 Story Commercial Building	1936	6Z	All
5.	2236-011-020	6569 Van Nuys Blvd	Los Angeles	Van Nuys Savings & Loan; HP06. 1-3 Story Commercial Building	1954	6Z	3
6.	2217-009-801	6920 Van Nuys Blvd	Los Angeles	Pacific Telephone & Telegraph Offices; HP07. 3+ Story Commercial Building	1953	6Z	All
7.	2210-011-028	8121 Van Nuys Blvd	Los Angeles	Panorama Plaza; HP07. 3+ Story Commercial Building	1967	6Z	3
8.	2210-011-029	8155 Van Nuys Blvd	Los Angeles	Panorama Tower; HP07. 3+ Story Commercial Building	1962	6Z	3
9.	2638-038-002	8333 Van Nuys Blvd	Los Angeles	Broadway-Hale Department Store; HP06. 1-3 Story Commercial Building	1955	6Z	1, 2, 3
10.	2647-017-011	14035 Van Nuys Blvd	Los Angeles	Shoestring Food Stand; HP06. 1-3 Story Commercial Building	1961	6Z	All
11.	2237-013-906	14463 W Haynes St	Los Angeles	Mid-century Department of Water & Power Office; HP14. Government Building	1956	6Z	All
12.	2521-032-003	1111 Celis St	San Fernando	HP06. 1-3 Story Comm. Bldg.	1942	6Z	3
13.	2522-003-014	204 S Maclay Ave	San Fernando	HP06. 1-3 Story Comm. Bldg.	1920	6Z	3
14.	2521-032-007	210 San Fernando Mission Blvd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1951	6Z	3
15.	2522-003-033	900 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1913	6Z	3
16.	2522-002-001	901 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1933	6Z	3
17.	2522-002-002	907 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
18.	2522-002-003	911 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
19.	2522-002-004	1003 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1929	6Z	3
20.	2522-003-026	1004 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
21.	2522-002-005	1007 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1938	6Z	3

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
22.	2522-003-002	1008 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1939	6Z	3
23.	2522-003-003	1010 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1935	6Z	3
24.	2522-002-006	1013 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
25.	2522-003-004	1014 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1940	6Z	3
26.	2522-003-005	1016 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1941	6Z	3
27.	2522-002-007	1019 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1921	6Z	3
28.	2522-003-031	1020 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1922	6Z	3
29.	2522-003-032	1022 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1912	6Z	3
30.	2522-002-008	1025 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
31.	2522-002-009	1027 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1931	6Z	3
32.	2522-003-008	1028 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1911	6Z	3
33.	2522-002-010	1029 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1931	6Z	3
34.	2522-003-009	1030 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1932	6Z	3
35.	2522-003-010	1034 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
36.	2522-002-016	1035 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1979	6Z	3
37.	2522-003-012	1040 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
38.	2522-003-013	1042 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
39.	2522-002-014	1045 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1972	6Z	3
40.	2521-032-001	1100 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1929	6Z	3
41.	2521-033-001	1103 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1972	6Z	3
42.	2521-033-002	1107 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1926	6Z	3
43.	2521-032-002	1108 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1940	6Z	3



Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
44.	2521-033-003	1113 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1928	6Z	3
45.	2521-033-004	1115 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1939	6Z	3
46.	2521-032-013	1116 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1945	6Z	3
47.	2521-032-004	1122 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
48.	2521-033-005	1123 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1940	6Z	3
49.	2521-032-005	1126 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
50.	2521-033-006	1129 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1943	6Z	3
51.	2521-033-006	1130 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1955	6Z	3
52.	2521-032-008	1143 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1943	6Z	3
53.	2241-026-006	14617 Aetna St	Los Angeles	HP08. Industrial Building	1969	6Z	4A
54.	2241-026-005	14623 Aetna St	Los Angeles	HP08. Industrial Building	1969	6Z	4A
55.	2241-026-002	14633 Aetna St	Los Angeles	HP08. Industrial Building	1940	6Z	4A
56.	2241-026-003	14637 Aetna St	Los Angeles	HP08. Industrial Building	1948	6Z	4A
57.	2241-026-004	14641 Aetna St	Los Angeles	HP08. Industrial Building	1969	6Z	4A
58.	2241-025-001	14705 Aetna St	Los Angeles	HP08. Industrial Building	1974	6Z	4A
59.	2241-025-002	14723 Aetna St	Los Angeles	HP08. Industrial Building	1945	6Z	4A
60.	2241-025-006	14753 Aetna St	Los Angeles	HP08. Industrial Building	1956	6Z	4A
61.	2241-025-007	14755 Aetna St	Los Angeles	HP08. Industrial Building	1951	6Z	4A
62.	2241-025-009	14807 Aetna St	Los Angeles	HP08. Industrial Building	1960	6Z	4A
63.	2241-025-010	14821 Aetna St	Los Angeles	HP08. Industrial Building	1957	6Z	4A
64.	2241-025-011	14823 Aetna St	Los Angeles	HP08. Industrial Building	1967	6Z	4A
65.	2241-025-012	14829 Aetna St	Los Angeles	HP08. Industrial Building	1959	6Z	4A

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
66.	2241-025-013	14833 Aetna St	Los Angeles	HP08. Industrial Building	1948	6Z	4A
67.	2241-025-014	14843 Aetna St	Los Angeles	HP08. Industrial Building	1951	6Z	4A
68.	2241-022-028	14645 Bessemer St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
69.	2241-023-017	14725 Bessemer St	Los Angeles	HP08. Industrial Building	1973	6Z	4A
70.	2241-023-003	14735 Bessemer St	Los Angeles	HP08. Industrial Building	1952	6Z	4A
71.	2241-023-006	14741 Bessemer St	Los Angeles	HP08. Industrial Building	1970	6Z	4A
72.	2241-023-007	14747 Bessemer St	Los Angeles	HP08. Industrial Building	1960	6Z	4A
73.	2241-023-010	14751 Bessemer St	Los Angeles	HP08. Industrial Building	c. 1960	6Z	4A
74.	2241-023-014	14755 Bessemer St	Los Angeles	HP08. Industrial Building	1954	6Z	4A
75.	2241-023-013	14759 Bessemer St	Los Angeles	HP08. Industrial Building	1954	6Z	4A
76.	2241-025-009	14761 Bessemer St	Los Angeles	HP08. Industrial Building	1973	6Z	4A
77.	2241-024-004	14807 Bessemer St	Los Angeles	HP08. Industrial Building	1961	6Z	4A
78.	2241-024-006	14815 Bessemer St	Los Angeles	HP08. Industrial Building	1956	6Z	4A
79.	2241-024-017	14817 Bessemer St	Los Angeles	HP08. Industrial Building	1967	6Z	4A
80.	2241-024-012	14831 Bessemer St	Los Angeles	HP08. Industrial Building	1981	6Z	4A
81.	2241-024-018	14837 Bessemer St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
82.	2241-024-015	14847 Bessemer St	Los Angeles	HP08. Industrial Building	1961	6Z	4A
83.	2241-023-004	14732 Calvert St	Los Angeles	HP08. Industrial Building	1962	6Z	4A
84.	2241-023-005	14738 Calvert St	Los Angeles	HP08. Industrial Building	1955	6Z	4A
85.	2241-023-008	14740 Calvert St	Los Angeles	HP08. Industrial Building	1964	6Z	4A
86.	2241-023-009	14748 Calvert St	Los Angeles	HP08. Industrial Building	1985	6Z	4A
87.	2241-023-011	14754 Calvert St	Los Angeles	HP08. Industrial Building	1955	6Z	4A

<b>Ref #</b>	<b>APN</b>	<b>Address</b>	<b>City</b>	<b>Description of Property</b>	<b>Year Built</b>	<b>Status Code</b>	<b>Alt.</b>
88.	2241-023-012	14758 Calvert St	Los Angeles	HP08. Industrial Building	1954	6Z	4A
89.	2241-024-001	14762 Calvert St	Los Angeles	HP08. Industrial Building	1966	6Z	4A
90.	2241-024-002	14768 Calvert St	Los Angeles	HP08. Industrial Building	1962	6Z	4A
91.	2241-024-007	14812 Calvert St	Los Angeles	HP08. Industrial Building	1957	6Z	4A
92.	2241-024-010	14822 Calvert St	Los Angeles	HP08. Industrial Building	1962	6Z	4A
93.	2241-024-019	14832 Calvert St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
94.	2241-024-014	14834 Calvert St	Los Angeles	HP08. Industrial Building	1942	6Z	4A
95.	2241-025-027	6014 Kester Ave	Los Angeles	HP08. Industrial Building	1949	6Z	4A
96.	2241-025-021	6018 Kester Ave	Los Angeles	HP08. Industrial Building	1950	6Z	4A
97.	2241-025-015	6028 Kester Ave	Los Angeles	HP08. Industrial Building	1938	6Z	4A
98.	2241-024-016	6100 Kester Ave	Los Angeles	HP08. Industrial Building	1947	6Z	4A
99.	2241-025-024	14703 Oxnard St	Los Angeles	HP08. Industrial Building	1966	6Z	4A
100.	2241-025-025	14723 Oxnard St	Los Angeles	HP08. Industrial Building	1964	6Z	4A
101.	2241-025-016	14811 Oxnard St	Los Angeles	HP08. Industrial Building	1968	6Z	4A
102.	2241-025-017	14817 Oxnard St	Los Angeles	HP08. Industrial Building	1968	6Z	4A
103.	2241-025-019, 2241-025-020	14837-45 Oxnard St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
104.	2210-030-008	14533 Keswick St	Los Angeles	HP08. Industrial Building	1990	6Z	4B
105.	2210-030-011	14545 Keswick St	Los Angeles	HP08. Industrial Building	1973	6Z	4B
106.	2210-030-013	14555 Keswick St	Los Angeles	HP08. Industrial Building	1952	6Z	4B
107.	2210-030-016	14605 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
108.	2210-030-024	14617 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
109.	2210-025-005	14635 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B

<b>Ref #</b>	<b>APN</b>	<b>Address</b>	<b>City</b>	<b>Description of Property</b>	<b>Year Built</b>	<b>Status Code</b>	<b>Alt.</b>
110.	2210-025-035	14645 Keswick St	Los Angeles	HP08. Industrial Building	1979	6Z	4B
111.	2210-025-009	14663 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
112.	2210-025-036	14731 Keswick St	Los Angeles	HP08. Industrial Building	1955	6Z	4B
113.	2210-025-015	14737 Keswick St	Los Angeles	HP08. Industrial Building	1957	6Z	4B
114.	2210-025-016	14743 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
115.	2210-025-049	14745 Keswick St	Los Angeles	HP08. Industrial Building	1957	6Z	4B
116.	2210-025-018	14747 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
117.	2210-025-017	14751 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
118.	2210-025-019	14757 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
119.	2210-030-029	14546 Raymer St	Los Angeles	HP08. Industrial Building	1950	6Z	4B
120.	2210-030-028	14556 Raymer St	Los Angeles	HP08. Industrial Building	1980	6Z	4B
121.	2210-030-018	14606 Raymer St	Los Angeles	HP08. Industrial Building	1966	6Z	4B
122.	2210-030-017	14626 Raymer St	Los Angeles	HP08. Industrial Building	1955	6Z	4B
123.	2210-025-007	14646 Raymer St	Los Angeles	HP08. Industrial Building	1947	6Z	4B
124.	2210-025-008	14660 Raymer St	Los Angeles	HP08. Industrial Building	1946	6Z	4B
125.	2210-025-010	14704 Raymer St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
126.	2210-025-044	14718 Raymer St	Los Angeles	HP08. Industrial Building	c. 1970	6Z	4B
127.	2210-025-045	14742 Raymer St	Los Angeles	HP08. Industrial Building	1957	6Z	4B
128.	2210-025-048	14746 Raymer St	Los Angeles	HP08. Industrial Building	1967	6Z	4B
129.	2210-025-013	14766 Raymer St	Los Angeles	HP08. Industrial Building	1956	6Z	4B
130.	2210-022-010	14515 Arminta St	Los Angeles	HP08. Industrial Building	1951	6Z	4C
131.	2210-022-009	14517 Arminta St	Los Angeles	HP08. Industrial Building	1957	6Z	4C

<b>Ref #</b>	<b>APN</b>	<b>Address</b>	<b>City</b>	<b>Description of Property</b>	<b>Year Built</b>	<b>Status Code</b>	<b>Alt.</b>
132.	2210-022-038	14521 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
133.	2210-022-034	14525 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
134.	2210-023-015	14528 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
135.	2210-022-043	14535 Arminta St	Los Angeles	HP08. Industrial Building	1958	6Z	4C
136.	2210-022-042	14541 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
137.	2210-023-003	14600 Arminta St	Los Angeles	HP08. Industrial Building	1953	6Z	4C
138.	2210-022-005	14601 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
139.	2210-022-030	14603 Arminta St	Los Angeles	HP08. Industrial Building	1963	6Z	4C
140.	2210-022-048	14611 Arminta St	Los Angeles	HP08. Industrial Building	1961	6Z	4C
141.	2210-022-049	14617 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
142.	2210-023-002	14620 Arminta St	Los Angeles	HP08. Industrial Building	1953	6Z	4C
143.	2210-022-035	14621 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
144.	2210-022-054	14631 Arminta St	Los Angeles	HP08. Industrial Building	1961	6Z	4C
145.	2210-022-001	14647 Arminta St	Los Angeles	HP08. Industrial Building	1973	6Z	4C
146.	2210-022-047	14649 Arminta St	Los Angeles	HP08. Industrial Building	1960	6Z	4C
147.	2210-021-015	14660 Arminta St	Los Angeles	HP08. Industrial Building	1952	6Z	4C
148.	2210-021-014	14701 Arminta St	Los Angeles	HP08. Industrial Building	1975	6Z	4C
149.	2210-021-021	14706 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
150.	2210-021-016	14710 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
151.	2210-021-013	14715 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
152.	2210-021-022	14716 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
153.	2210-021-023	14718 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
154.	2210-021-017	14720 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
155.	2210-021-012	14725 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
156.	2210-021-018	14730 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
157.	2210-021-028	14734 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
158.	2210-021-024	14736 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
159.	2210-021-040	14737 Arminta St	Los Angeles	HP08. Industrial Building	1957	6Z	4C
160.	2210-021-019	14740 Arminta St	Los Angeles	HP08. Industrial Building	1957	6Z	4C
161.	2210-021-039	14743 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
162.	2210-021-038	14744 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
163.	2210-021-030	14751 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
164.	2210-021-026	14752 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
165.	2210-021-010	14753 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
166.	2210-021-020	14756 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
167.	2210-021-009	14757 Arminta St	Los Angeles	HP08. Industrial Building	1960	6Z	4C
168.	2210-023-018	7815 Van Nuys Blvd	Los Angeles	HP08. Industrial Building	1955	6Z	4C
169.	2210-022-011	7855 Van Nuys Blvd	Los Angeles	HP08. Industrial Building	1955	6Z	4C
170.	2210-022-059	7905 Van Nuys Blvd	Los Angeles	HP08. Industrial Building	1953	6Z	4C

Additionally, there are two archaeological sites located in the APE; Site #19-001124, three historical archaeological features associated with the Southern Pacific Railroad, and Site #19-002681, a multi-component prehistoric and historical archaeological site. The subsurface extents of these archaeological sites have not been determined. Neither resource has been evaluated for the CRHR or the NRHP. These sites are located within the project ROW, and not within the proposed MSF sites.

Site #19-001124 encompasses three historical archaeological features associated with the circa 1874 Southern Pacific Railroad San Fernando Station, engine house, and turntable. All of these buildings had been removed and the site was a vacant lot when the site was recorded in 1982.

Site #19-002681 encompasses two brick features, a concentration of historical glass, and a diffuse scatter of historical and prehistoric artifacts.

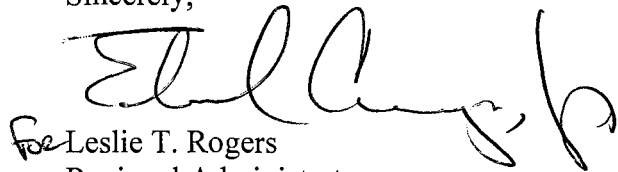
**Assessment of Effects (36 CFR 800.5):**

As the FTA and LAMTA are considering four building alternatives at this time, the FTA will continue consultation regarding project effects once a locally preferred alternative has been selected. Therefore, the FTA is not requesting concurrence on effects at this time.

We would like to thank you for your time in reviewing our request on FTA's determination that 10 properties appear eligible for the NRHP as a result of this study and that 170 properties are not eligible for the NRHP (individually or part of a historic district). The FTA will consult with you further regarding effects on the identified historic properties at a later date.

If you have any questions, please contact Adam Stephenson, Program Analyst, at (213) 202-3957, or by email [adam.stephenson@dot.gov](mailto:adam.stephenson@dot.gov).

Sincerely,



For Leslie T. Rogers  
Regional Administrator

**Attachments:**

1. Cultural Resources Impacts Report for the East San Fernando Valley Transit Corridor (February 2017)





# EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT CULTURAL RESOURCES MONITORING AND DATA RECOVERY PLAN

## PREPARED FOR:

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, Suite 2200  
Los Angeles, CA 90012  
Contact: Walt Davis  
213-922-3079

## PREPARED BY:

ICF  
555 W. 5<sup>th</sup> Street, Suite 3100  
Los Angeles, CA 90013  
Contact: Stephen Bryne  
213-312-1800

June 2020



ICF. 2020. *East San Fernando Valley Transit Corridor Project Cultural Resources Monitoring and Data Recovery Plan*. June. (ICF Project #00589.11) Los Angeles, CA. Prepared for Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA.

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## Acronyms and Abbreviations

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ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
B.P.	before present
BHT	backhoe trench
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
CRMDRP	cultural resources monitoring and data recovery plan
DPR	Department of Parks and Recreation
FTA	Federal Transit Administration
GIS	geographic information system
GPS	Global Positioning System
HSC	Health and Safety Code
LACMTA	Los Angeles County Metropolitan Transportation Authority
LRT	Light Rail Transit
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
OCS	overhead contact system
PA	Programmatic Agreement
PRC	Public Resources Code
Project	East San Fernando Valley Transit Corridor Project
ROW	right-of-way
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
TPSS	traction power substation



# Chapter 1 Introduction and Project Description

---

This cultural resources monitoring and data recovery plan (CRMDRP) has been prepared to guide the protocol for cultural resource monitoring and discovery scenarios during construction activities when conducted in the vicinity of the two sites (CA-LAN-1124 and CA-LAN-2681) identified for monitoring which are located in the Area of Potential Effects (APE) for the East San Fernando Valley Transit Corridor Project (Project) in Los Angeles and San Fernando, California. This Plan is part of the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Federal Transit Administration (FTA) actions undertaken to assure compliance with Section 106 of the National Historic Preservation Act (NHPA), the California Environmental Quality Act (CEQA), and other federal and local regulations. FTA is providing financial assistance to LACMTA for this Project. Because the Project involves federal funding, compliance with Section 106 of the NHPA is required. It is FTA's responsibility to ensure that LACMTA fulfills the actions of the CRMDRP.

Section 106 consultation efforts have included the Fernandeno Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation as consulting parties to the project and monitoring efforts. As a result of ongoing consultation, this plan is an attachment to the cultural resources technical report prepared for the project and reviewed by the State of California Historic Preservation Officer (SHPO), FTA and LACMTA. The plan provides a framework for cultural resources monitoring, discovery, evaluation and data recovery protocol for cultural resources found in the Project's Area of Potential Effects (APE).

## 1.1 Project Description

FTA and LACMTA propose to construct a project called the East San Fernando Valley Transit Corridor Project (Project). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and LACMTA is the Lead Agency under CEQA. As the Project will be partially funded with federal funds, it is subject to review under Section 106 of the NHPA.

The East San Fernando Valley Transit Corridor Project study area is located within the San Fernando Valley in the County of Los Angeles (see Figure 1-1, Project Location and Area of Potential Effects Overview Map). Generally, the Project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station to the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles to the south.

The FTA and LACMTA considered the following six alternatives for the Project, including four build alternatives, a Transit Systems Management Alternative, and a No-Build Alternative.

- Transit Systems Management Alternative
- Build Alternative 1—Curb-Running Bus Rapid Transit Alternative
- Build Alternative 2—Median-Running Bus Rapid Transit Alternative
- Build Alternative 3—Low-Floor Light Rail Transit (LRT/Tram) Alternative
- Build Alternative 4—Light Rail Transit (LRT) Alternative
- No-Build Alternative

After much study and consideration of public comments, the LACMTA Board, in coordination with FTA, have selected Build Alternative 4- the LRT (modified) Alternative as the Locally Preferred Alternative (LPA).

Figure 1-1. Project Location and Area of Potential Effects Overview Map



\*Alignment generalized for this overview map only for clarity at this scale. Detailed alignments for each alternative are included on the map segments.

Source: GPA Consulting, 2015.



The LPA would be similar to Alternative 4 described in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR), but would not include a subway segment. Instead the LPA would be at grade for its entire 9.2-mile length. Similar to the LRT alternative described in the DEIS/DEIR, the LPA would include 14 stations and would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection Pinney Street and San Fernando Road, the alignment would cross San Fernando road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.

Factors that were considered by Metro in identifying Alternative 4: LRT (modified) as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative. Additionally, Metro determined the LPA best fulfilled the Project's purpose and need to:

- Improve north-south mobility
- Provide more reliable operations and connections between key transit hubs/routes
- Enhance transit accessibility/connectivity to local and regional destinations
- Provide additional transit options in a largely transit-dependent area
- Encourage mode shift to transit.

Subsequent to identification of Alternative 4 (modified) as the LPA by the Metro Board in June of 2018, additional refinements were made to the Project plans to improve pedestrian connectivity and safety, minimize right-of-way impacts and displacements, and improve operational efficiencies. These improvements included refinements to the station locations and footprints, track alignment, intersection configurations, and TPSS locations. The reader is referred to Appendix HH\_ to the FEIS/FEIR, which contains the revised Advanced Conceptual Plans for Alternative 4 (modified) for more details regarding these improvements.

### 1.1.1 Locally Preferred Alternative - Alternative 4 (modified)

The LPA (Alternative 4 –modified) would include a LRT line along a 9.2-mile dedicated guideway from the Sylmar/San Fernando Metrolink Station along San Fernando Road to the north, to the Van Nuys Metro Orange Line Station to the south. Portions of the LRT line would be similar to other existing street-running Metro LRT lines, such as the Metro Blue Line, the Metro Exposition Line, and the Metro Gold Line. The LPA includes a segment in exclusive ROW along the Antelope Valley Metrolink railroad corridor and a segment with semi-exclusive ROW in the middle of Van Nuys Boulevard. On the surface-running segment, the LRT trains would operate at prevailing traffic speeds and would be controlled by standard traffic signals. Alternative 4 (modified) would be electrically powered using overhead wires and would travel along the median of Van Nuys Boulevard for most of the route (see Figure 1-2). This alternative includes supporting facilities, such as an overhead contact system (OCS), traction power substations (TPSS), signaling, and a maintenance and storage facility (MSF).

**Figure 1-2. Architectural Rendering for LPA (At-Grade Crossing)**



Source: KOA Corporation, 2014.

The following fourteen stations are proposed for the LPA, at approximately 3/4-mile intervals. The fourteen stations are listed below and illustrated in Figure 1-3:

1. Sylmar/San Fernando Metrolink Station
2. Maclay Station
3. Paxton Station
4. Pacoima Station
5. Laurel Canyon Station
6. Arleta Station
7. Woodman Station
8. Nordhoff Station
9. Roscoe Station
10. Van Nuys Metrolink Station
11. Sherman Way Station
12. Vanowen Station
13. Victory Station
14. Van Nuys Metro Orange Line Station

Figure 1-3. Locally Preferred Alternative

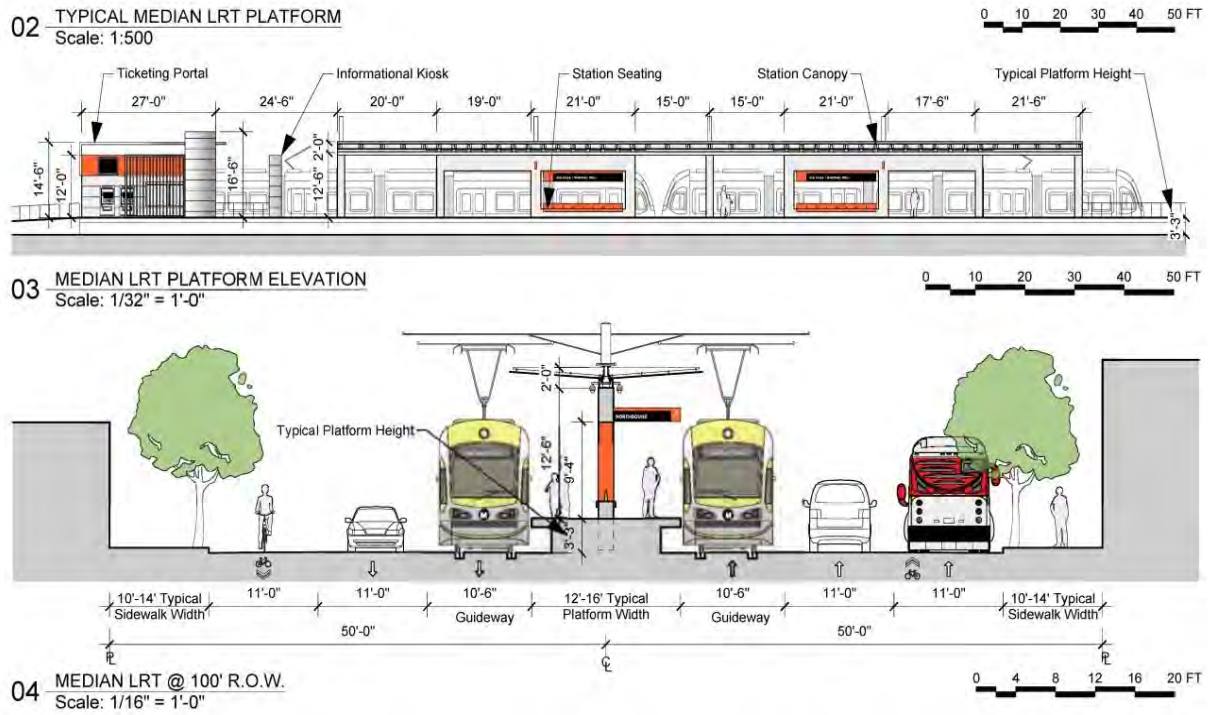


Source: KOA and ICF International, 2014.



The new station platforms for the LPA would be located near the center of the street. The platforms would be raised up to 3 feet 3 inches from the street with an Americans with Disabilities Act-accessible ramp. On the platform, there would be a ticketing portal, seating, and an informational kiosk. The seating would be located under a station canopy. The metal canopy would be approximately 10 to 12 feet high, 8 to 10 feet wide, and approximately 150 feet long. The platform would be approximately 270 feet long. The kiosk and ticketing portal would be approximately 12 to 14 feet high. OCS poles would be approximately 30 feet tall and placed every 90 to 170 feet between the two tracks. The TPSSs, electrical substations, would be placed every 3/4 miles, with approximately fourteen along the entire route; TPSSs would be approximately 60 by 80 feet and 12 to 14 feet high. Figure 1-4 illustrates a typical station with a canopy that would be constructed under the LPA.

**Figure 1-4. Illustrative Section and Elevation of LPA Streetscape and Platform**



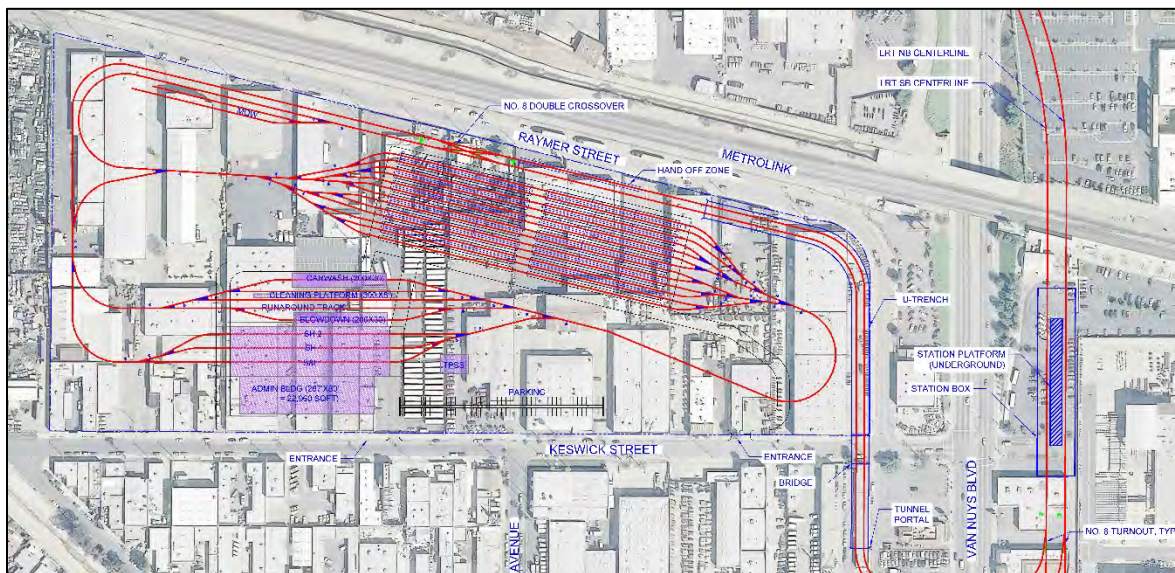
Source: KOA and John Kaliski Architects, 2014.

Three possible MSF sites were evaluated in the DEIS/DEIR:

- MSF Option A—Van Nuys Boulevard/Metro Orange Line
- MSF Option B—Van Nuys Boulevard/Keswick Street
- MSF Option C—Van Nuys Boulevard/Arminta Street

MSF Option B has been identified as the preferred MSF site by the LACMTA Board. MSF Option B would require 37 full acquisitions along Keswick Street and Raymer Street. A majority of the property that would be acquired consists of light manufacturing and commercial properties, most of which contain businesses oriented toward automobile repair and supplies or raw materials supply and manufacturing. None of the properties identified in the MSF Option B were identified as being a historic property.

**Figure 1-5. LPA—Location of Proposed MSF Site B**



Source: KOA, 2018.

## 1.2 Construction Scenario

Construction would include at-grade and underground facilities. Excavation methods would involve a variety of heavy construction equipment including but not limited to tracked excavators, graders, rail specific equipment, and drilling rigs.

At-grade construction would consist of demolition of existing track, preparation of the track bed, construction of the supporting track slab, and laying of rail.

These impacts are detailed below.

### 1.2.1 Track/Guideway

Excavation required for the track, including grade crossings and ductbank or signal cable would generally be limited to a maximum depth of approximately 3 feet below existing ground. In addition to this, there are underground facilities and utilities that would be deeper, as follows:

- Systems vaults (up to 6 feet deep)
- OCS pole foundations: Cast-in-drilled-holes approximately 36 inches in diameter by 12 feet deep (these would be located along the center of guideway spaced approximately every 100 feet).
- Signal Foundations: 24-inch diameter by 5 feet deep.
- Storm drainage systems: Up to 6 feet deep
- Limited number of other miscellaneous small foundations generally limited to 6 feet deep.
- Other utility work to relocate existing lines and vaults that are in conflict. These depths may be 10 to 12 feet deep or deeper.
- Bridge foundations at Pacoima Wash: cast-in-drilled-hole foundations could be up to 4 feet in diameter and 30 feet deep. Or may be smaller, driven piles up to 60 feet deep (or potentially deeper based on poor soil conditions).

## 1.2.2 Stations

Excavation for station platforms would be approximately 4 feet deep. The other items noted in Track/Guideway above (bulleted list) might also apply in station areas. Additionally, there is the option for a pedestrian underpass at the Sylmar/San Fernando terminal station. These excavations would be approximately 16 feet deep by 16 feet wide by 50 feet long for the main tunnel portion and then ramps and stairs for several hundred additional feet, approximately 10 feet wide. However, a pedestrian bridge may be more likely. In that scenario, the following would apply: elevator pit depth (one on each side of the pedestrian bridge: 10 feet (approximately 10 by 20 feet for two elevators).

## 1.2.3 TPSS

The TPSS would typically require excavation to a depth of 5 to 6 feet under the actual TPSS building plus approximately 10 feet around it, to install the ground mat under the TPSS. This occasionally may need to be deeper (approximately 8 feet) depending on soil conditions.

## 1.3 Project Area of Potential Effects

The Project's APE includes the area of direct and indirect effect to historic properties and the horizontal and vertical extent of ground disturbance associated with construction of the Project. The overall APE is depicted on Figure 1-1 and the specific APE for Site CA-LAN-2681 is depicted on Figure 1-6.

For this Project, a preliminary study area was identified for research and records search purposes, which encompassed a 1/2-mile radius on either side of the proposed alignment areas. This preliminary study area was used to identify the locations of previously identified historic properties and to gauge the historic sensitivity of the area. However, conducting an intensive-level historical resources survey within this entire study area would have been too expansive, as the likelihood of properties 1/2 mile away from the alignment being affected by the introduction of the proposed transit Project are negligible within a dense urban environment. Further, the study area included thousands of properties, most of which would likely not be historically significant. Thus, the FTA and LACMTA consulted with SHPO's reviewer (Kathleen Forrest) via conference call on April 14, 2013, to discuss the appropriate level of effort for the identification and evaluation of historical resources and to determine the appropriate APE. Due to the size and linear nature of the Project, and due to the minimal potential for effects on historic properties, the FTA and LACMTA proposed a streamlined approach to evaluating potential historical resources within the approximate 10-mile length of the Project corridor.

Following the introduction of additional build alternatives in 2014 that added several new stop locations along the proposed alignment, and once the FTA and LACMTA had a better understanding of where potential MSF sites and TPSS locations would be, the Project team revised the APE. The new APE was expanded to include the parcels immediately adjacent to each proposed Bus Rapid Transit or LRT stops for all alternatives, additional parcels along the street front to accommodate for potential visual impacts caused by the elevated LRT stops within the median, as well as tunnel locations, potential MSF sites, and TPSS locations for all build alternatives.

## 1.4 Legal Compliance

### 1.4.1 Federal: National Historic Preservation Act

The FTA is providing LACMTA financial assistance for this Project. Therefore, the Project must be compliant with Section 106 of the NHPA.

The FTA is the federal lead agency responsible for identifying historic properties and considering project-related effects on those properties. Section 106 requires federal agencies to take into account effects of undertakings on historic properties and allow the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on those undertaking.

### 1.4.2 State: Public Resources Code Section 5024

LACMTA is the CEQA lead agency responsible for identifying historical resources and considering Project-related impacts on those properties. CEQA requires lead agencies to take into account Project impacts on historical resources and develop mitigation measures to mitigate impacts.

Identified resources will also be evaluated for listing in the California Register of Historical Resources (CRHR). Determination of CRHR eligibility is guided by specific legal context outlined in Sections 15064.5 (b), 21083.2, and 21084.1 of the Public Resources Code (PRC), and the CEQA Guidelines (California Code of Regulations Title 14, Section 15064.5). A cultural resource may be eligible for listing in the CRHR if:

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

### 1.4.3 State Health and Safety Code, Section 7050.5 and California Public Resources Code, Section 5097.9

Archaeological sites containing human remains shall be treated in accordance with the provisions of State Health and Safety Code (HSC) Section 7050.5 and California PRC Section 5097.9. Under HSC Section 7050.5, if human remains are discovered during any project activity, the County Coroner must be notified immediately. If human remains are exposed, HSC Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area of the discovery shall be protected, and consultation and treatment shall occur as prescribed by law. If the remains are determined by the coroner to be Native American, the

coroner is responsible for contacting the Native American Heritage Commission within 24 hours. The Native American Heritage Commission, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased person so they can inspect the burial site and make recommendations for treatment or disposal.

## 1.5 Summary

This CRMDRP outlines the roles and responsibilities of cultural resource monitors, monitoring methods, inadvertent discovery protocol; protocol for the treatment of human remains; and protocol for consultation with SHPO and Consulting Parties. Finally, the plan defines the methods of post-field reporting and curation of any archaeological materials recovered as a result of the Project.



## Chapter 2

# Background and Research Design/Themes for Site CA-LAN-2681

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The purpose of this section of the document is to present the approach for the Phased Identification, Evaluation, and Treatment of site CA-LAN-2681, which was previously recorded and identified as located within the APE during the environmental analysis conducted for the Project (ICF 2018). Given the fact that the site is located in the active railroad ROW and located within active utility alignments, a phased identification approach is necessary per the Project PA. The Project APE, proposed Project elements, and CA-LAN-2681 boundary are illustrated on Figure 2-1.

## 2.1 CA-LAN-2681

This site was identified by Albert Knight during archaeological monitoring of the construction of the Pacific Pipeline project in 2001 (Knight 2001). The site is described as "Resource 35" in the archaeological monitoring report for the project (Berryman and Woodman 2001 23-24), which included cultural materials found between Stations 4070 +58 and 4074 +50 consisting of a diffuse scatter of historic and prehistoric artifacts located immediately southwest of the Metrolink railroad ROW at the Truman Street/San Fernando Road intersection.

Much of this area had been affected by alluvial flow in the East Channel drainage and by historical development at Mission Wells and along the axis of historic U.S. Highway 99 (San Fernando Road).

The area identified during Pacific Pipeline Systems monitoring measured approximately 60 meters northwest-southeast by 2 meters southwest-northeast. Overall depth of the deposit was not determined. The exposed area was described as being very disturbed. Prehistoric artifacts were observed within the back-dirt piles only, although the monitoring report suggested that there is increased sensitivity for potential intact prehistoric deposits could be present at a depth of 4 or deeper at other less disturbed parts of the site. The four foot depth range was identified as the maximum depth of pipeline trenching in the immediate vicinity of the fid areas

A "concentration of historic artifacts" was recorded at Station 4074+50 to a depth of 2 feet. Samples were recovered from the back-dirt piles and from portions of the upper trench walls. Approximately 100 pieces of historic glass were found during trenching in the back-dirt piles and in a portion of the southeastern upper end of the trench. Identified glass included cork-stopper bottle necks (straight or choke necked) and screw cap bottles. Both whiskey/liquor and medicinal bottles were found. All of the artifacts were discovered during and/or following trenching and during back-filling activities.

Thirteen prehistoric or possible prehistoric artifacts were found in trenching backdirt between Stations 4071 + 00 and 4074 + 55. These items were described as "a semi-portable rock work station (possible anvil), possible groundstone, small hammer or pecking stone, bifacial mano, scraper, secondary flake, a modified cobble, chopper, and a metate fragment." All of the artifacts were returned by the monitor to the general trench area (Berryman and Woodman 2001).

The area that yielded prehistoric artifacts is within the general boundaries given for the ethnohistoric village of *Pasknga*, a possible village location based on general ethnographic descriptions; however, no conclusive ethnohistoric period artifacts have been found and no intact village or residential deposit has been identified. The proposed site of *Pasknga* is thought to have been located between Stations 3942 +10 and 4081 + 71. There is no evidence, either archaeologically or from archival documents, that the artifacts associated with Resource 35 are related to the village of *Pasknga*, or any other village.

Because of the disturbed nature of the site context, and the lack of other physical evidence of an ethnohistoric village deposit, artifacts from the ROW would have limited significance. Additional evaluations outside the Project area would be required to determine the exact boundaries and content of Resource 35 and its possible relationship to ethnohistoric resources. The California Department of Parks and Recreation (DPR) site form for the site (Knight 2001) includes additional details about the site location, contents and context and is provided in Appendix A.

ICF Senior Archaeologist Stephen Bryne met with Albert Knight at the site's location on March 4, 2019. Mr. Knight pointed out the general location of the archaeological site. However, he noted that the area of the site had been re-graded and re-contoured since the time of the site's recording in 2001. There was no surface evidence of the archaeological site. Mr. Knight stated that in order to re-locate the recorded site deposits, one would need to locate the Pacific Pipeline, since the site was discovered during monitoring of the installation of the pipeline. The present Undertaking proposes to relocate the existing oil pipeline outside of the railroad ROW.

SHPO reviewed the site and project in a reply letter to the FTA dated February 14, 2020 (FTA No. FTA\_2013\_0311\_00) and provided a detailed review of the site deposits, stratigraphy and context as described in both the Pacific Pipeline Report (2001) and the site DPR form (Knight 2001) and concluded that given the disturbed nature of the encountered site deposits, that "site CA-LAN-26181 does not represent a contextually cohesive multi-component site with definable horizontal and vertical boundaries and does not possess any intact stratigraphy or feature associations that would relate the disparate elements to each other (Polanco 2014)." Additionally, the letter also detailed that the partially intact bottle deposit noted in the trench does not have clear association with any datable features and the thirteen prehistoric artifacts are isolated finds since they were all found in spoil piles and have no clear association with each other or a specific area within the site. The presence of the prehistoric artifacts indicates an increased level of archaeological sensitivity in the locale for the potential for other prehistoric materials and deposits (Polanco 2020).

As a result of the detailed review, SHPO finds that CA-LAN-002681 is not eligible for the NRHP and not a historic property for the purposes of Section 106.

## 2.2 Natural and Cultural Context

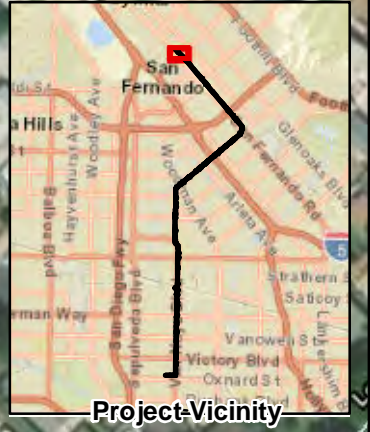
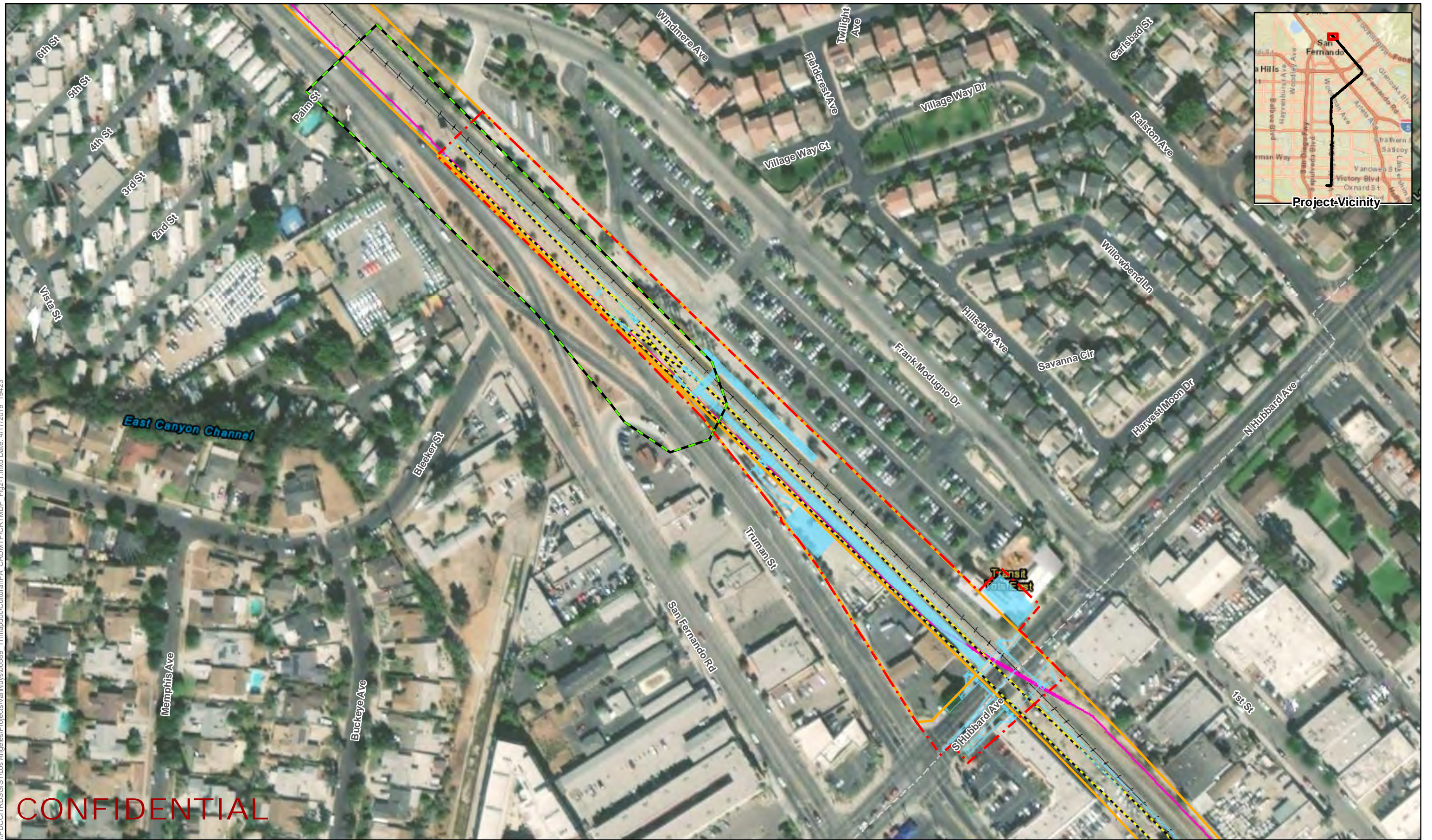
### 2.2.1 Local Environment

The following section is summarized from the Project's *Ecosystems/Biological Resources Existing Conditions Report East San Fernando Valley Transit Corridor Draft Environmental Impact Statement/Draft Environmental Impact Report* (ICF International 2013).

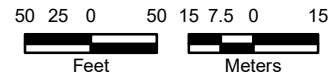
#### 2.2.1.1 Vegetation

Vegetation communities in the Project area include developed and ruderal/disturbed areas. Developed areas dominate the Project area and include impervious surfaces and ornamental landscaping. Within the Project area, developed areas consist of roadways, sidewalks, driveways and parking areas, loading docks, restaurants, retail businesses, equipment and supply storage facilities (e.g., for landscaping and building material suppliers), residences, and transit stations. Ornamental vegetation is present along much of the corridor and in the residential areas. In addition, a number of mature western sycamores are planted as street trees at various locations along the Project corridor, and young coast live oak (*Quercus agrifolia*) plantings are at Tobias Avenue Park, just north of Nordhoff Avenue.





**CONFIDENTIAL**



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- ┌ Area of Potential Effects
- Archaeological Site - CA-LAN-2681
- Proposed ESFV Project Component
- Proposed ESFV Rail Alignment
- Existing Utility Conflicts
- Existing Rail Alignment
- Existing Rail Right-of-Way

Source: ESRI Imagery, 2019; STV, 2019.

**Figure 2-1. Proposed Project Elements at CA-LAN-2681  
Proposed Sylmar Station and CA-LAN-2681 Location  
East San Fernando Valley Transit Corridor Project**



Ruderal/disturbed areas are dirt areas (e.g., abandoned parkways, railroad rights-of-way) that have been or are currently subject to intensive disturbance; these areas preclude any natural community. Open areas in the Project area exhibit fairly high to very high degrees of past disturbance. The most extensive areas in the Project area are the vacant lots along the alignment; these areas are largely bare dirt or overgrown. Plant species found in these areas include a moderate variety of disturbance-adapted species.

### 2.2.1.2 Geology

When defined as the watershed of the Los Angeles River, the San Fernando Valley includes 500 square miles (Jorgensen 1982). The valley extends 24 miles east to west and 12 to 13 miles north to south. Essentially flat, the elevation of the valley slopes from a high of 1,500 feet above sea level on the north side, 800 to 1,000 feet along the west side, down to 450 feet above sea level at the southeast corner (Jorgensen 1982).

The San Gabriel Mountains, a massive outpouring of the earth's crust from 100 million years ago, separates the San Fernando Valley from the Mojave Desert to the north. The Santa Monica Mountains mark the southern edge of the Valley and act as a low barrier to the Los Angeles Basin (Jorgensen 1982). Over the long years of weathering and successive uplift events, the mountains have slowly eroded, sending their materials down their slopes to gradually raise up the Valley's floor to its present elevation. Thus, there are hundreds of feet of silt and alluvia on the Valley floor.

### 2.2.1.3 Soils

Soils within the Project area are compacted throughout, except in landscaped areas, and nearly devoid of vegetation, except for planted street trees and shrubbery. Several soil types are mapped within the Project area. Soil phases within the Project area include Hanford fine sandy loam, Hanford gravelly sandy loam, Hanford silt loam, Ramona loam, Tujunga sandy loam, Yolo fine sandy loam, Yolo sandy loam, and Yolo loam (U.S. Department of Agriculture 2013).

### 2.2.1.4 Hydrology

The Los Angeles River intersects the Project area twice at the southern end of Van Nuys Boulevard and Sepulveda Boulevard, paralleling U.S. 101. The river is contained in a channel, a concrete open box culvert that measures approximately 50 feet wide from top of banks. Trace amounts of vegetation cover the area within the river bottom and portions of the channel's upper terraces are tree lined above and outside the channel banks. The Los Angeles River serves as a major drainage feature in this part of the county.

The Pacoima stream originates some 15 to 20 miles from the Project area in the San Gabriel Mountains. The Pacoima Wash, a concrete open box culvert with a flat bottom, intersects the Project area at the approximate midway point, just south of Saticoy Street. At this point, the wash ceases to be a surface water feature and transitions to become part of the city's underground stormwater system. There are trace amounts of vegetation within the wash bottom. The Pacoima Wash is again intersected at San Fernando.

## 2.2.2 Prehistory and Ethnography

This section presents an overview of the cultural history of the Project area and provides a context for understanding the types, nature, and significance of prehistoric or ethnohistoric sites that may be encountered in the Project APE. In this discussion of the prehistoric setting, emphasis is placed on chronologies developed for coastal southern California; brief mention is also made of southern California desert chronologies, as appropriate.

### 2.2.2.1 Prehistoric Setting

Two formative regional chronologies are widely cited in the archaeological literature for the prehistory of the coastal regions of southern California (Wallace 1955, 1978; Warren 1968). These chronologies are generalized temporal schemes based on the presence or absence of certain artifact types. A more recent chronological synthesis for coastal southern California has been provided by Koerper and Drover (1983). This synthesis employs Wallace's (1955) horizon terminology but uses radiometric data to identify the sequence of stylistic change observed in the artifact assemblages, which are interpreted as temporal indications of cultural change. Sutton (2010) has proposed the most recent cultural sequence for southern California and the Los Angeles Basin. This sequence is largely a revision of the chronology initially proposed by Wallace (1955) in light of efforts by Erlandson et al. (2007) and Sutton and Gardner (2010). The following discussion is divided into five major cultural intervals occurring over the following timespans: >12,000 B.P.; 12,000–7500 B.P.; 7500–5000 B.P.; 5000–1500 B.P.; and Post 1500 B.P.

#### The >12,000 B.P. Interval (Pleistocene)

Evidence of ancient human activity is widespread in the midwestern and far western U.S., including: localities where mammoths were killed and butchered by humans 18,500–14,000 years ago (Joyce 2013); the Paisley Five Mile Point Caves in Oregon, inhabited not less than 14,600 years ago (Jenkins et al. 2013); the Debra L. Friedkin site in Texas, which yielded thousands of pre-Clovis artifacts dated 16,200–14,400 years before the present (B.P.) (Jennings and Waters 2014); and the Manis site in Washington, where hunters dispatched a mastodon with a bone-tipped projectile some 13,800 years ago (Waters et al. 2011). While it seems probable that people occupied California more than 13,500 years ago, and possibly as early as 18,000–20,000 B.P., no definite and reliably datable evidence of such early human activity in the state has been reported.

A few archaeological sites have been purported to be of great antiquity and offer evidence of human occupation in southern California during the Pleistocene. These cultures have been designated, depending on geography, as Paleoindian or Paleo-coastal Traditions (Sutton 2010, 2011). These sites are centered in the Mojave and Colorado deserts, or along the coast of southern California. Human femora from the Arlington Spring site on Santa Rosa Island have been dated to approximately 13,000 ± 200 years B.P., and midden from the Daisy Cave site on San Miguel Island dates to approximately 11,500 ± 200 years B.P. (Erlandson et al. 2011). Perhaps the most widely publicized of these sites is the highly dubious Calico Early Man Site in the desert of San Bernardino County (Schuiling 1979; Simpson 1980). However, no sites of great antiquity have been identified near downtown Los Angeles, and many archaeologists remain skeptical about the existence of such sites in southern California.

#### The 12,000–7500 B.P. Interval (Terminal Pleistocene/Early Holocene Period)

Warren's (1968, 1980) earliest interval for southern California prehistory is the "San Dieguito Tradition," beginning about 10,000 B.P. and best defined in the coastal San Diego area (True 1958). Wallace (1978) calls this interval "Period I: Hunting" and considers it to begin about 12,000 B.P. In Sutton's more recent proposed cultural sequence for the Los Angeles region of Southern California (Sutton 2010) this interval includes both terminal Paleo-coastal, and later, San Dieguito "phases" of an undefined tradition.

This interval is characterized by a long period of human adaptation to environmental changes brought about by the transition from the late Pleistocene to the early Holocene geologic epochs. Between 13,000 and 10,000 B.P., climatic conditions became warmer and more arid and Pleistocene megafauna gradually disappeared. The early occupants of southern California were initially believed to have been nomadic large-game hunters who avoided the Los Angeles Basin. Tool assemblages included percussion-flaked scrapers and knives; large, well-made stemmed, fluted, or leaf-shaped

projectile points (e.g., Lake Mojave, Silver Lake); crescentics; heavy core/cobble tools; hammerstones; bifacial cores; and choppers and scraper planes.

Although intact stratified sites dating to this period are scarce, the limited data do suggest that the prehistoric populations of this period moved about the region in small, highly mobile groups, with a wetland-focused subsistence strategy based on hunting and foraging. Perhaps the earliest evidence of human occupation in the Los Angeles region is represented at the tar pits of Rancho La Brea (CA-LAN-159). The La Brea Skeleton yielded a date of 10,300 B.P. (Erlandson et al. 2007: Table 4.1). In Orange County further south, the Irvine site (CA-ORA-64) was occupied around 9,400 B.P. (Drover et al. 1983; Erlandson et al. 2005: Table 1). The Malaga Cove site, infamous for its contentious stratigraphy (Wallace 1955, 1978; Warren 1968), has been proposed as the earliest site of continued human habitation in the Los Angeles Basin. Malaga Cove, in combination with the Irvine site and the inland Lake Elsinore site (CA-RIV-2798) (Grenda 1997), demonstrate that the Los Angeles Basin was occupied during the San Dieguito phase; constituents of which have been dated to earlier than 9,000 B.P. (Fitzgerald et al. 2005:Table 2).

During the Interval between the Terminal Pleistocene/Early Holocene is the Encinitas Tradition, which spans the years 8,500 to 2,600 B.P. Its initial phase, Topanga I, dates to no earlier than 8,500 B.P. (e.g., CA-LAN-958 [Porcasi and Porcasi 2002:24] and CA-LAN-64 [Douglass et al. 2005]). Assemblages of this phase typically include abundant manos and metates, many core tools and scraper planes/scrapers, charmstones, cogged stones, early discoidals, but few large points, and few faunal remains (Sutton and Gardner 2010). Secondary inhumation placed under cairns was a common mortuary practice (Johnson 1966:19), but southerly-oriented extended inhumations are also present.

### **The 7500 to 5000 B.P. Interval (Middle Holocene Period)**

In the coastal regions of southern California during this period, the Topanga I Phase of the Encinitas cultural tradition continued. Overall, the general settlement-subsistence patterns of the Middle Holocene Period were exemplified by a greater emphasis on seed gathering. Adaptation to various ecological niches, further population growth, and an increase in sedentism typify the subsequent periods of cultural history in southern California. This subsistence orientation, characterized by a heavy dependence on both hunting and plant gathering, continued into historic times resulting in greater local dependency. The artifact assemblage of this period is similar to that of the previous period, but was augmented to include specialized tools including crude hammerstones, scraper planes, choppers, large drills, crescents, and large flake tools. This assemblage also includes large leaf-shaped points and knives, manos and milling stones used for grinding hard seeds, and nonutilitarian artifacts, such as beads, pendants, charmstones, discoidals, and cogged stones (Kowta 1969; True 1958; Warren et al. 1961).

The Topanga I Phase is perhaps the best-known component of the so-called Milling Stone Horizon near the Project region. Sites assignable to the Milling Stone Horizon have been reviewed by Goldberg and Arnold (1988: 12-13, 46-50). In their discussion, the presence of a single artifact class (the milling stone and mano) to define a temporally meaningful analytic unit of cultural development is seen to be problematic and does not explain the variability in site assemblages and dates of this period. They argue that to assign all sites that contain milling stones and manos to the period from 8000 to 2000 B.P. implies a "cultural unity" among the peoples who deposited these artifacts. However, decades of research have documented significant variability in subsistence emphasis, mortuary practices, and non-utilitarian artifacts (e.g., cogged stones, discoidals, beads), notwithstanding great similarities in one element of the tool kit-the milling stone and the mano. Aside from the sites in Topanga Canyon, the only evidence of prehistoric occupation of the Los Angeles Basin dating to this interval is an occasional discoidal or cogged stone recovered from sites dating to more recent periods of prehistory. None of these sites have been found in or near the Project APE.

## The 5000–1500 B.P. Interval (Middle to Late Holocene)

In general, cultural patterns remained similar in character to those of the preceding horizon. However, the cultural material at many coastal sites became more elaborate, reflecting an increase in sociopolitical complexity and efficiency in subsistence strategies (e.g., the introduction of the bow and arrow for hunting). The components at site CA-LAN-2 in Topanga Canyon are dated to this period. In addition, several sites south of Ballona Lagoon on the Del Rey bluffs contain a well-developed Intermediate Horizon, defined by Wallace and others as a period of diversified subsistence (Van Horn 1987; Van Horn and Murray 1985; Wallace 1978). Projectile points from the Ballona Bluffs sites are, in some cases, similar to those found at sites in the southeastern California deserts, specifically in the Pinto Basin and at Gypsum Cave. This suggests that the coastal occupants of this period were in close contact with cultures occupying the eastern deserts.

## The Post 1500 B.P. Interval (Late Holocene)

Reliance on the bow and arrow during the Late Holocene for hunting along with the use of bedrock mortars and milling slicks mark the beginning of the subtradition referred to as the “Late Prehistoric Horizon” by Wallace (1955) and the “Shoshonean Tradition” by Warren (1968), dating from about 1500 B.P. (A.D. 500) to the time of Spanish contact (approximately A.D. 1769). Late prehistoric coastal sites are numerous. Diagnostic artifacts include small triangular projectile points, mortars and pestles, steatite ornaments and containers, perforated stones, circular shell fishhooks, and numerous and varied bone tools, as well as bone and shell ornamentation. Elaborate mortuary customs along with generous use of asphaltum and the development of extensive trade networks also characterize this period. Populations during the Late Prehistoric Horizon experienced increases in population size, economic and social complexity, and the appearance of social ranking.

### 2.2.2.2 Ethnohistory

#### Gabrielino

During the prehistoric period, the San Fernando Valley was inhabited by the Gabrielino people. Gabrielino, as used in this report, includes the Fernandeano. The terms “Fernandeano” and “Gabrielino” are direct references to the associations between the Native American population of the San Fernando and San Gabriel valleys and the Mission San Fernando and Mission San Gabriel de Archangel, respectively.

The Fernandeano are associated with the Mission San Fernando and are culturally related to the Gabrielino. The ethnographic boundaries for the Fernandeano/Gabrielino are described by Bean and Smith (1978:538) and refined by McCawley (1996).

The Gabrielino are associated with the San Gabriel Mission. The Gabrielino consist of a number of small bands, some of whom refer to themselves as “Tongva,” and others who refer to themselves as “Kizh.” Gabrielino speaker Mrs. James Rosemyre told anthropologist C. Hart Merriam that Gabrielino speakers referred to themselves as Tongva, and Merriam recorded the name (Heizer 1968; King 2011:5). McCawley (1996:9) states that Tongva was the term used by the Gabrielino living near Tejon; however, it also referred to a ranchería in the San Gabriel area. Today, some Gabrielino have chosen to be known as Tongva (McCawley 1996:10). Yet another name that has been reported for the Gabrielino is *Kizh* or *Kij*, perhaps derived from the word meaning “houses” (McCawley 1996:10; Stickel 2016). The latter term may refer specifically to Gabrielino living in the Whittier Narrows (McCawley 1996:10).

The Gabrielino are characterized as one of the most complex societies in native southern California. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978; Kroeber 1925). The Gabrielino language was one of a group of Californian Uto-Aztecan languages designated as Takic (Bean and Smith 1978:538).

Two theories prevail on how and when the Gabrielino may have entered the Los Angeles Basin: that they arrived from the southern Great Basin or interior California deserts as recently as 2500 B.P.; or that they migrated into the region in successive waves over a lengthy period of time beginning as early as 4000 B.P. (Kroeber 1925).

In early protohistoric times, the Gabrielino occupied a large territory including the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, and the San Gabriel Valley (McCawley 1996). They also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities with populations ranging from 50 to 150 individuals. From this broad and diverse resource base, the Gabrielino developed an effective subsistence technology, a well-developed trade network, and a ritual system, such that they were among the most materially wealthy and culturally sophisticated cultural native groups in California at the time of European contact.

Gabrielino culture was characterized by an active and elaborate system of rituals and ceremonies. Rituals included individual rites of passage, village rites, seasonal ceremonies, and participation in the widespread *Chinigchinich* cult. The cult of the culture hero *Chinigchinich* was observed and recorded by Franciscan Friar Gerónimo Boscana during his residences at Missions San Juan Capistrano and San Luis Rey (Harrington 1933; Boscana 1978).

## Tataviam

The Tataviam lived primarily on the upper reaches of the Santa Clara River drainage system, east of Piru Creek, but they also marginally inhabited the upper San Fernando Valley, including the present-day city of San Fernando and neighborhood of Sylmar (which they shared with their inland Gabrielino neighbors). Their territory also may have extended over the Sawmill Mountains to include at least the southwestern fringes of the Antelope Valley (King and Blackburn 1978).

The Tataviam lived in small villages and were semi-nomadic when food was scarce. They were hunter-gatherers who were organized into a series of clans throughout the region. Jimsonweed, native tobacco, and other plants found along the local rivers and streams provided raw materials for baskets, cordage, and netting. Larger game was generally hunted with the bow and arrow, while snares, traps, and pits were used for capturing smaller game.

At certain times of the year, communal hunting and gathering expeditions were held. Faunal resources available to the desert-dwelling Tataviam included deer, mountain sheep, antelope, rabbit, small rodents, and several species of birds. Meat was generally prepared by cooking in earthen ovens, boiling, or sun-drying. Cooking and food preparation utensils consisted primarily of lithic (stone) knives and scrapers, mortars and metates, pottery, and bone or horn utensils. Resources available to the desert-dwelling Tataviam included honey mesquite, piñon nuts, yucca roots, mesquite, and cacti fruits (Solis 2008). These resources were supplemented with roots, bulbs, shoots, and seeds that, if not available locally, were obtained in trade with other groups.

Labor was divided between the sexes. Men carried out most of the heavy but short-term labor, such as hunting and fishing, conducted most trading ventures, and had as their central concerns the well-being of the village and the family. Women were involved in collecting and processing most of the plant materials and basket production. The elderly of both sexes taught children and cared for the young (Solis 2008). Like their Chumash neighbors, the Tataviam practiced an annual mourning ceremony in late summer or early fall, which would have been conducted in a circular structure made of reeds or branches.

At first contact with the Spanish in the late 18th century, the population of this group was estimated at less than 1,000 persons. By 1810 nearly all of the Tataviam population had been baptized at San Fernando Mission (King and Blackburn 1978).



### 2.2.2.3 Tribal Histories

#### Gabrieleno-Kizh

The Kizh Tribe (aka "Gabrieleno," or "Gabrielino"), had a developed and rich hunting and gathering culture that sustained them in the area for probably 9,000 years. The name Kizh is derived from their name for their dome-shaped willow and thatched lodges or homes. The name of "Gabrieleno" was given to them by their Spanish conquerors after San Gabriel Mission—the dominant mission the Spanish established in their territory (Salas-Teutimez et al. 2013; Stickel 2016).

The Kizh had a vibrant broad-based culture and economy. The prestige and political strength of the Gabrielino were enhanced by impressive achievements in pre-industrial technology and economics, as well as religion and oral literature (Kroeber 1925:621; McCawley 1996:3).

Chief Ernest Salas and the Tribal Chairman Andrew Salas continue that tradition today with the oral literature and information handed down to them. That situation has recently changed with the recent presentation of the Tribe's first publication in its own press, The Kizh Tribal Press, of the first book about their "Joan of Arc"-like heroine Toypurina, a woman Shaman, who led a revolt of the Kizh against their brutal Spanish conquerors in 1785. Toypurina is the only Native American woman who ever lead a revolt in American history.

The Kizh had at least three different dialects of their language. One of them was spoken in the San Fernando Valley (McCawley 1996:90). The current official tribal map shows villages for the San Fernando Valley that have been noted by ethnographers. Some of those villages include *Pasheekwnga* (which was located at San Fernando Mission), *Pakooynga* (after which the City of Pacoima is named), and to the southwest of Burbank was the village of *Cahuengna* (located near the north entrance to the Cahuenga Pass and near Mount Cahuenga in the Hollywood Hills, both named after the Kizh Village. The valley derives its name from the Spanish established San Fernando Mission.

At what is now downtown Los Angeles, and noted at Olivera Street, was the major village of *Yangna*. *Yangna* is a good example to explain how each major village had a settlement pattern or service area around it; an area within which the exploitation of flora and fauna and other ceremonial activities took place (cf. King and Blackburn 1978:536). Such service areas could include other sites or hamlets that were occupied for economic or religious purposes. Therefore, each service area could contain, for example, a number of such small habitation sites consisting of a few kizhes (lodges or houses), oak groves for the acorn crop and other plant utilization areas, quarries for chert for stone tool manufacture, cemeteries, and shrines and sacred places like springs that were associated with a guardian deity *Paavavut*.

#### Fernandeño Tataviam Band of Mission Indians

The Fernandeño Tataviam Band of Mission Indians is the historic tribe of the northern Los Angeles County with ancestral villages in San Fernando Valley, Santa Clarita Valley, eastern Simi Valley, and the Antelope Valley. The distinct community of the present-day Fernandeño Tataviam Band of Mission Indians ("the Tribe") originated in the lineages, villages and cultures of the period preceding the establishment of Mission San Fernando, from which the natives received the name Fernandeño (Fernandeño Tataviam Band of Mission Indians 2019a).

Mission San Fernando was established on September 8, 1797 at the village of *Achoicominga*. The Spanish period marks the beginning of recruitment and enslavement of Indians to the San Fernando Mission. During the 60-year-period following the establishment of the mission, the Indian population in California decreased by more than 80 percent. This was due to traumatic change to lifeways, harsh conditions, and introduced diseases.

The San Fernando Mission community of was aligned to Mission rules and goals, which were to detribalize the Indians and turn them into Spanish subjects and later into citizens under Mexican rule. However, native families, lineages, and ceremonies persisted through to the end of the mission period (Fernandeno Tataviam Band of Mission Indians 2019b).

Rogério Rocha was born in 1801 at or near San Fernando. He was trained by the Franciscan missionaries as a blacksmith (Heizer 1977; Rust 1977). By the 1860s, Rocha was the *Capitán* of the Fernandeno Tataviam people (Fernandeno Tataviam Band of Mission Indians 2019c).

For some 60 years, Rocha lived on a 10-acre plot near San Fernando. On this plot, he built an adobe house and two wood-framed buildings and two or three tule (traditional reed) structures. Rocha also had a natural spring on his property. Rocha's land encompassed what was later the northeast corner of Hubbard and Fourth Street in San Fernando (Fernandeno Tataviam Band of Mission Indians 2019c). This plot of land is two blocks northeast of the present project area.

In 1878, the white landowners of the land grant that encompassed Rocha's plot brought suit to evict him. Rocha, then over 80 years old, his wife, and three other old women were later evicted. The spring on Rocha's land was to be used to furnish water for the town lots, the proceeds of the water use were to be used to establish a theological school (Heizer 1977; Rust 1977).

Later, Rocha moved into an inaccessible ravine, known as Lopez Canyon. For the next 20 years, he and other evicted tribal members found shelter in parts of the valley that were unsuitable for development or on ranches where they worked (Fernandeno Tataviam Band of Mission Indians 2019c). In his old age, Rocha survived on the crops he was able to cultivate and with assistance from the Indian agents who offered support for him and the tribe. Rocha died on March 8, 1904 and was buried in an unmarked grave at Mission San Fernando.

Today, the Tribe consists of a voluntary coalition of those lineages bound together by a Tribal constitution. The Tribe represents the continuity of the regional pattern of politically independent lineages related through selected intermarriage and regional ceremonial participation (Fernandeno Tataviam Band of Mission Indians 2019a). This coalition consists of three principle lineages traditionally known as *Siutcabit*, *Tujubit*, and *Kavwevit*. As the lineage members were forced to speak English in the late 19th Century, they adopted the surname of their lineage leader. Today, these three lineages are known as the Ortega lineage (representing ancestor Maria Rita Alipas Ortega), the Garcia lineage (representing ancestor Josephine Leyvas Garcia), and the Ortiz lineage (representing ancestor Joseph Ortiz) (Fernandeno Tataviam Band of Mission Indians 2019a).

## 2.2.2.4 History

### Spanish and Mexican Periods

The early history of the San Fernando Valley was characterized by Native American settlement, Spanish, and Mexican colonization during the late eighteenth century and first part of the nineteenth century, and agricultural development under U.S. governance in the late nineteenth century.

The San Fernando Valley was mentioned under various names by the Portolá and Anza expeditions (Gudde 1998). In 1769, Juan Crespi, the spiritual advisor to the Portolá expedition, referred to the San Fernando Valley as de Valle de Santa Catalina de Bononia de los Encinos (Jorgensen 1982). The Spanish recorded the Native American name of the valley as *Achois Comihabit* (Jorgensen 1982).

In 1769, the San Fernando Valley had a native population of 3,500-5,000 people, making it one of the more densely populated in California (Jorgensen 1982).

In the 1770s, the Catholic Church and Junipero Serra, began the process of establishing a series of missions throughout Alta California, as California was then known.

## Mission San Fernando Rey

The mission San Fernando Rey de España was founded on Sept. 8, 1797, and it was named in honor of Ferdinand III, king of Castile and Leon (1200-1252) (Gudde 1998:334). It was the 17<sup>th</sup> mission founded in the chain of 21 missions.

The San Fernando Rey mission (California Historical Landmark No. 157; CA-LAN-169) was sited approximately halfway between the San Buenaventura Mission in Ventura and the San Gabriel mission on the *rancho* of Francisco Reyes. Reyes had been *alcalde* (mayor) of the Pueblo of Los Angeles from 1793 to 1795 (Bearchell and Fried 1988). San Fernando Rey laid claim to its valley and several others to the north and west, covering some 130 native settlements (Roderick 2001:22).

The aims of the mission priests were to civilize the Indians, to baptize them as Christians, and to put them to work producing goods (Roderick 2001:22). Some 147 baptisms and 13 marriages took place in the first year.

The mission's main church, built between 1804 and 1806, was erected with walls five feet thick at the base tapering to three feet at the top. The nearby *convento* (monastery), at 243 feet in length, is the largest adobe structure ever built in Spanish California. The *convento* is a long, low rectangular adobe with a tiled gabled roof. The *convento* is listed on the National Register of Historic Places (Listing No. 71000157).

The *convento* provided quarters for the priests and soldiers, and included the chapel, rectory, winery, kitchen, and guest rooms (Roderick 2001:24). A small dam was constructed to store water from the nearby *cienegas* (springs), and numerous support buildings were erected to house the harvests, mission workers, and its many visitors (Bearchell and Fried 1988).

Water for the mission originated from a natural artesian well, now known as the Mission Wells and Settling Basin (now recognized as Los Angeles Historic-Cultural Monument No. 50) and owned and operated by the Los Angeles Department of Water and Power. An intake structure at the Mission Wells, made of mission bricks and floor tiles, provided the water intake for the drinking water line that ran approximately 1.5 miles from the Mission Wells to Cienega Lake and the Mission dam and then to the San Fernando Mission. Water from the dam also flowed through smaller pipelines or *zanjas* (ditches or trenches) in order to irrigate the mission's olive groves, grape vineyards, and orchards. Subsidiary pipelines ran from the dam and supplied two fountains in front of the *convento*, several circular water reservoirs, and a mill.

At the end of the 18<sup>th</sup> century, 541 Indians (neophytes) lived at San Fernando Rey and they performed the bulk of the heavy labor including making adobe bricks, planting figs, grapes, and olives, and tending the crops and livestock (Roderick 2001:22). By 1811, the population of neophytes exceeded 1,000 (Bean and Rawls 2003:30–32, 44–45; City of Los Angeles 2000:14–15; Kimbro et al. 2009:234). Once baptized, the neophytes could not leave without permission. Those who fled were hunted down by soldiers, returned to the mission, and whipped or locked in chains (Roderick 2001:22).

## Mexican Period

Mexico's independence from Spain in 1821, communicated to and accepted by California in 1822, brought individuals to power who were less sympathetic to the Franciscan missions that the Spanish government had been. The ultimate result was the "secularization" of the San Fernando and other missions in 1835, thus stripping the missions of their statuses (Roderick 2001:24).

By 1833-34, the majority of mission lands were taken from the Catholic Church and reissued to individuals who had served as either Spanish or Mexican soldiers, settlers, financiers, etc. The Mexican government hoped to initiate a pattern of settlement in Alta California by relocating populations from other Mexican settlements to recently established Alta California settlements.

The project alignment is within the Ex-Mission San Fernando Rancho, the largest Mexican-Period land grant in California. The territorial government appointed Don Pedro Lopez majordomo of the secularized Mission San Fernando lands in 1837. At that time, a thousand Native Americans continued to inhabit missions' lands and nearby foothills and mountains.

In 1845 Andrés Pico, Governor Pío Pico's brother, leased the rancho. In 1846, with the coming of the Mexican-American War, Governor Pico sold the rancho to Eugenio de Celís to raise funds for *Californio* defenses, and Andrés Pico subsequently purchased a 50 percent interest in the rancho, where he continued to reside and graze cattle (Robinson 1956:225; Roderick 2001; Hoover et al. 2002:160).

## American Period

Mexico ceded California to the United States on February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo, and California became a state on September 9, 1850. Cattle, sheep, and horse ranching dominated economic activity across the ex-Mission San Fernando Rancho throughout the 1850s.

The first American settlers in the San Fernando Valley were Alexander Bell and David Alexander, who arrived in 1851. The horse path through Cahuenga pass also opened in that year, and the old El Camino Real trail west past Las Encinas was declared a public highway, Camino de las Virgenes. Butterfield Overland Mail began stage service across the Valley from Los Angeles three times a week in 1858. The stages climbed up Newhall Pass and followed a circuitous route to San Francisco via Elizabeth Lake and Fort Tejon. At the north end of the valley, Lopez Station hosted the first public school in the Valley, with classes taught for the first time in English.

After Eulogio De Celís died in 1869, his son, Eulogio F. de Celís, returned from Spain to Los Angeles. In 1874, the heirs of Eulogio de Celís sold their northern half of Rancho Ex-Mission San Fernando to northern Californians, California State Senator Charles Maclay and his partners George K. Porter, a San Francisco shoe manufacturer, and his brother Benjamin F. Porter. The Porters' land was west of present-day Sepulveda Boulevard, and the Maclay land was east of Sepulveda Boulevard.

Former California governor and railroad baron Leland Stanford was eager to extend his Southern Pacific line to new towns (Roderick 2001:34). In 1872, when Stanford learned that the northern half of the San Fernando Valley was for sale, he contacted a state senator from the San Francisco Bay area who he knew was looking to purchase land. Stanford made Senator Charles Maclay a pledge: If he would erect a town, Stanford would lay a railroad across the San Fernando Valley. Maclay, who already had founded the Bay Area town of Saratoga, vowed to name his new town's widest and longest street after his benefactor; then he traveled south to negotiate a price. He paid \$117,500 for 56,000 acres, just over \$2 an acre. Maclay picked a flat spot about a mile northeast of the crumbling mission to lay out his town. He considered giving it the name Pico, after the area's most famous family, but he opted for San Fernando (Roderick 2001).

Maclay founded the town of San Fernando in 1874—he sold town lots as well as agricultural land (Pitt and Pitt 1997; Roderick 2001; Bearchell and Fried 1988). Maclay recorded his map of the "City of San Fernando" at the county recorder's office in Los Angeles on September 15, 1874 (Bearchell and Fried 1988:35). In a short time, two hotels, seven saloons, stores, warehouses, and Remi Nadeau's Cerro Gordo mule train headquarters were established (Bearchell and Fried 1988). Maclay built a two-story home for his family on the corner of Celis and Workman streets (Bearchell and Fried 1988).

In 1880, the San Fernando Valley had no streetlights, electricity, or indoor running water. A few hundred homesteaders, Native Americans, and ranch hands were scattered across the plain and in the canyons. The lone township, San Fernando, counted just 1,305 inhabitants.

The City of San Fernando, which incorporated in 1911, remained a separate city and refused annexation by Los Angeles. The city possessed its own deep-water wells, which allowed it to maintain its independence and retain a reliable source of water.

From the 1910s onward, the separate agricultural communities of the San Fernando Valley grew and merged into residential communities that were increasingly served and designed for automobile use. These communities remained largely agricultural and disparate until after World War II (Roderick 2001:113). In the five years following the end of the war, the population of the San Fernando Valley more than doubled from 176,000 to 402,538 (Roderick 2001:113, 123). The landscape of the San Fernando Valley changed rapidly. Residential neighborhoods replaced agricultural land, and home construction could not keep up with demand.

In addition to increased consumer demand after World War II, the country was entering the Cold War. Governments were investing hundreds of millions of dollars into research, development, and manufacture of new aircraft and aerospace technologies, such as navigation, propulsion, and missiles. The most significant postwar industrial development in the San Fernando Valley was in the aerospace and defense industries. The field was so prevalent that by the 1960s, it comprised more than half of the jobs in Los Angeles. The majority of these jobs were concentrated in the San Fernando Valley at firms such as Rocketdyne, Northrop Grumman, and Lockheed Corporation (LSA Associates et al. 2011).

The unprecedented growth of the San Fernando Valley—the population again doubled in the 1950s—caused congestion of its now outdated streets. In the late 1950s and 1960s, the construction of freeways through the San Fernando Valley helped alleviate traffic congestion. During this period, a shift toward the development of multiple-family housing resulted.

The Southern Pacific began service to San Fernando in 1874, “after Chinese track layers scribed a nearly straight line across the virgin grassland at the foot of the Verdugo Mountains” (Roderick 2001:37). The January 21, 1874 arrival of the Southern Pacific from Los Angeles allowed San Fernando to become the first town settled in the San Fernando Valley (Roderick 2001:38). Roderick (2001:37–38) stated,

Any male adult could ride the SP [Southern Pacific] 22 miles from Los Angeles to San Fernando for half price—the railroad figured a man curious enough to visit the remote, upstart town must be a live prospect. Sales agents met every train and offered free barbeque lunches and a pitch. Town lots sold for \$50 to \$100 each, farmland for \$5 to \$40 an acre.

Since at first the Southern Pacific went no farther than San Fernando, the town of San Fernando took on a roughshod character of a place at the “end of the line” (Roderick 2001:38–40)

## 2.3 Research Focus/Research Domains

A number of historic trends, events, industries, and people have been identified as associated with the Project APE based on the historic context outlined in Chapter 2, *Phased Identification, Evaluation, and Treatment of Site CA-LAN-2681*. A better understanding of prior disturbance within the APE is also critical to a consideration of site sensitivity, site formation, and subsequent disturbance and/or destruction of such deposits.

In addition to the industries and residences detailed in the historic context, the original site record indicates prehistoric usage of the area and subsequent historic site development and expansion. Any archaeological deposits present that retain integrity and contain associated artifacts have the potential to contribute to a better understanding of site history and can yield valuable data about trends, events, and people involved in local development. In broader terms, these research themes are:

- Prehistoric and Protohistoric site usage and cultural chronology (period of occupation);
- The influence of Spanish missionaries, Mexican ranchers, and American traders on local land use and site development;
- Urban expansion late in the nineteenth and early twentieth centuries.

According to the National Park Service, the information such deposits contain must also be shown to contain important data. To be effective, an archaeological research design should link archaeological deposits with historically documented events and processes so that significant archaeological research questions may be identified (Costello et al. 1996:52).

The research questions below are designed to evaluate the importance of archaeological discoveries made during testing and data recovery within the APE and their ability to contribute to a deeper understanding of the prehistory of the San Fernando Valley and the people who once lived and worked there.

## 2.3.1 Site CA-LAN-2681 Prehistoric Utilization and Its Chronological Implications

It will be critical to determine the extent and integrity of prehistoric/protohistoric deposits and to collect data suitable to explore ways in which early Native American populations adapted to their physical environments. Four aspects of prehistoric/protohistoric human adaptation include: (1) chronology; (2) technology; (3) subsistence; and (4) settlement.

The research focus for site investigation within CA-LAN-2681 is adapted from *Prehistoric Sites in the Prado Basin, California: Regional Context and Significance Evaluation* (Goldberg and Arnold 1988: Chapter 3), *Headquarters Facility Project: Archaeological Investigations at CA-LAN-1575/H* (Goldberg et al. 1999), and from the nearby *Alameda Corridor Project Treatment Plan For Historic Properties Discovered During Project Implementation* (Horne et al. 1999: Appendix C). Because the goal of the current investigation at CA-LAN-2681 is to identify and evaluate all components of the site, both prehistoric and historic-era archaeological remains and deposits, if present, the research questions posed below, by necessity, are generalized. Questions as outlined below will be refined as evidence becomes available for prehistoric, protohistoric and historic site usage during testing. Any new evidence collected will direct subsequent data recovery efforts.

### 2.3.1.1 Chronology

Prehistoric archaeological assemblages are best understood in relation to the particular time period(s) and cultural context in which they formed.

- **Question:** Is prehistoric/protohistoric occupation of the region represented in the archaeological assemblages recovered from the APE? Are multiple cultural sequences represented by these cultural deposits?
- **Question:** Do the assemblages reflect established cultural sequences for the region?
- **Data Needs:** Datable materials and diagnostic artifacts are needed (e.g., prehistoric features containing high status items; features yielding temporally diagnostic lithic tool, beads, ceramics, milling implements, etc.). Datable materials might include organic residues such as charred plant remains, shell, bone, etc. The presence of obsidian tools would provide source materials for obsidian hydration studies.

### 2.3.1.2 Technology

Technology offers one of the best avenues to understand the prehistory of southern California. Not only is technology one of the most direct links between populations and their environment, reflecting systems for extracting and processing resources, but technology also may reflect exchange of materials and ideas among geographically diverse populations (Goldberg and Arnold 1988:56–57). This topic is particularly worthy of study because the physical remains of technologies are generally the most durable manifestations of human habitation. Within the topic of prehistoric and protohistoric technology, there are a number of research questions that may be pursued at the testing level and expanded upon during data recovery if archaeological remains are identified in the Project APE and those deposits retain integrity:

- **Question:** What ground stone and flaked stone tool technologies were used on site and what time period(s) might they reflect?
- **Question:** Are there temporally diagnostic artifacts (projectile points, steatite artifacts, coggled stones, discoidals, stone balls, or ornamental items such as beads and pendants) present in the recovered assemblage(s) that may be useful for chronological placement of the site/feature?
- **Question:** Are ground stone and flaked stone tool technologies represented in the assemblage that can reveal information about local technologies, cultural interaction, or population migration/displacement?
- **Data Needs:** Prehistoric artifacts or features (e.g., temporally diagnostic lithic tools, a diverse range of artifact tools, milling implements, stone or ceramic bowls, etc.). Lithic debitage and tools identifiable to local and non-local sources.

### 2.3.1.3 Subsistence

It is in the realm of subsistence procurement that a society articulates most directly and effectively interacts with the environment (Goldberg and Arnold 1988:62). In order to understand exploitation of available resources by the prehistoric/protohistoric populations of the study area, it is essential to evaluate their subsistence strategies and changes in those strategies over time. As detailed in Section 2.2.2, *Prehistory and Ethnography*, the following traditions and/or cultural phases have been proposed for the Project area. What is known about subsistence strategies during each phase is outlined below.

- 12,000 B.P. to 7500 B.P. (Terminal Pleistocene/Early Holocene Period)
- Subsistence based on nomadic, highly mobile large-game hunters augmented by foraging; population was largely mobile, limiting sites to seasonal camps and special collection areas.
- 7500 B.P. to 5000 B.P. (Middle Holocene)
- Greater emphasis on seed gathering augmented by hunting; increased sedentism lead to addition of base camps to seasonal camps and collection areas settlement strategy.
- 5000 B.P. to 1500 B.P. (Middle to Late Holocene)
- Increase in sociopolitical complexity of society, efficiency in subsistence, increased diversification of resource procurement resulting in larger permanent villages.
- Post 1500 B.P. to Spanish Contact (late Holocene/Late Prehistoric Horizon)  
Reliance on bow and arrow, fishing, and milling technology; elaborate mortuary customs; extended subsistence tool kits, extensive use of asphaltum, and establishment of large village complexes.
- **Question:** Are floral and faunal remains preserved in archaeological deposits with which to evaluate the diets of Native peoples through different periods of regional prehistory/protohistory?

- **Question:** What resources are being exploited? And are they available locally? How did they change over time?
- **Question:** What specialized tools would be needed to exploit the local environment/resources? Are changes in tool types reflected in local assemblages? And do tool types vary over time?
- **Data Needs:** Subsistence-related tools, artifacts, and features (e.g., temporally and functionally diagnostic tools); subsistence remains like flora and fauna, and C<sup>14</sup> suitable for radiocarbon dating.

### 2.3.1.4 Settlement Patterns

Settlement patterning, defined as the distribution of human activities (i.e., sites) in relation to various geographic variables, is closely linked to the study of subsistence patterns and chronology as well as population movements, social interactions, and historical site usage. The ultimate goals in settlement pattern analysis are to describe site distribution, define the determinants of settlement, and explain the patterns that are presumed to be causally related to economic and social factors (Goldberg and Arnold 1988:67; Horne et al. 1999: Appendix C). Variation in settlement strategy is outlined above under subsistence.

While the Project area represents just one potential settlement location, its contribution to overall settlement modeling in the greater San Fernando Valley area is important. Because urban expansion occurred rapidly, little is known about localized prehistoric and protohistoric settlement strategies among Native people. However, ethnographical data provide some insight.

If present, prehistoric archaeological deposits offer the opportunity to explore local settlement preferences and test the assumptions outlined by other researchers.

- **Question:** If present, what site types are represented in this area and how do they relate to the exploitation of resources found in this portion of the San Fernando Valley?
- **Question:** Is it possible to identify what ethnic group(s) occupied the area? Who was the dominant local group and is there evidence of trade with non-local groups?
- **Question:** If occupied prehistorically, was the site utilized permanently, on a seasonal basis, or as a meeting/trading location?
- **Question:** How has long-term, intensive, historical land use of the Project area affected (obscured or reflect) prehistoric/protohistoric settlement patterns?
- **Data Needs:** In situ prehistoric/protohistoric deposits, features, or artifacts linked with specific geographic or topographic features. Temporally and functionally diagnostic artifacts reflecting mortuary and cultural identity (e.g., tool, beads, ceramics, milling implements); datable deposits (diagnostic artifacts or datable C<sup>14</sup>). Artifacts representing cultural affiliation (projectile points, beads, ceramics, raw materials attributable to specific groups or specific regions of the country).

## 2.3.2 Site CA-LAN-2681 Historic-Period Research Themes - which include the influence of Spanish missionaries, Mexican ranchers, and American traders on local land use and site development

The research themes and questions presented below have been developed from the Historic Context presented in Section 2.2.2.3 and from historical and research designs developed for historic-period resources in California (ASM Affiliates 2010, Caltrans 2007) and adapted from *SDG&E Sunrise Historic Properties Management* (ASM Affiliates, Inc. 2010). The historic materials observed at CA-LAN-2681 are not considered intact and exists as disparate materials of refuse scatter adjacent to the



existing rail alignment, therefore, the research questions will mainly be focused on these types of refuse scatter resources.

The historic context for the Project outlines the historical trends, events, industries, and people known to have worked and settled in the Project APE, which includes the Mission, related properties, rural to commercial development and rail infrastructure in the larger APE vicinity. The research domains offered below will be explored more thoroughly in the event that deposits are encountered and additional archival, and evaluative work needs to be conducted.

### 2.3.2.1 Refuse Scatters

The earliest forms of refuse scatters accumulated according to households and were the result of individuals, institutions and families disposing of their own trash. Prior to the automobile, trash was disposed of on the householder's property, usually at some distance from the main residence or on an adjacent vacant piece of property. The methods for disposal included burying in a pit or multiple pits, co-opting old privy pits, and then covering or burning in place.

Before the automobile and in more rural settings, wagons were used to transport debris to a nearby vacant property. As transportation infrastructure developed and road and automobiles were in use, trash could be transported further away to more rural vacant properties. Even though greater distances were traveled, less work was required to dump debris on the surface, than digging, burning and burying in multiple pits.

Historic archaeological sites are generally evaluated for their potential to address important regional research issues. Trash deposits associated with a known household have understandably greater research potential than those with no associated historical context or household.

The research questions address four main research domains: consumer behavior, chronology, technology, subsistence and settlement organization, and structure and integrity of the cultural deposits.

### 2.3.2.2 Consumer Behavior/Preference

Consumer behavior analysis, one of the most demonstrative data sources available to historical archaeologists, is based on material remains retrieved from primary and secondary refuse deposits. Artifacts, collected from the proper context, can reflect daily patterns of work relations; domestic and leisure activities; diet, status, ethnic, gender, and personal preferences; and aspects of social interaction and expression. The material debris recovered from domestic-related deposits might include food preparation and consumption debris (ceramics, bottles, food waste, eating and cooking utensils), household goods (broken, spent, or unwanted household refuse), and personal objects (loose or discarded personal items, remnants of clothing, toys, recreational items), to name a few. Alternatively, commercial deposits yield a different variety and composition of waste debris. While personal objects and clothing may still be represented, this debris type will be outweighed by the sheer quantity of the commercial refuse (waste packaging material, discarded paper work, unmarketable or broken items reflective of the type of commercial operation). Industrial sites also represent broad patterns of community consumption, such as the exploitation of natural or fabricated resources employed in the manufacture of other products or goods. Again workers' daily contribution to the waste stream would be limited (broken, lost, or discarded items) while waste by-products (operational materials, business-related records, machinery maintenance and repair items, packaging and distribution waste) would far exceed the volume of personal items.

- **Question:** How do features, deposits, or artifacts reflect consumer practices and disposal behavior of a household or business at a specific period of time? How does that behavior change over time? What do they tell us about social, occupational, economic, and/or ethnic behavior of the site occupants?

- **Question:** What do features, deposits, or artifacts add to our knowledge of the availability of various classes of consumer goods at a specific place and point in time? How does this reflect changes in consumer preferences and how do manufacturers respond to those preferences?
- **Question:** How do features, deposits, or artifacts reflect adaptive behavior in urban settings associated with the acquisition and consumption of foodstuffs, other commodities, or the organization and use of space?
- **Question 4.** How do features, deposits, or artifacts, in combination with other classes of data, contribute to an understanding of landscape alteration, water and waste management, outbuilding construction, and dwelling renovation as these relate to changes in household consumption and over time?
- **Data Needs:** Features and/or layer interfaces. Functionally and temporally diagnostic artifacts (ceramic and glass vessel). Explicit social, economic, and status artifacts. Clear association with specific household/business. Economic scaling and ranking indications (e.g., floral and faunal remains; high status items). Household demography: size, composition, life-course. Documentary evidence (e.g., mail-order catalogs, advertisements, commercial inventories, merchants' and householders' accounts).

### 2.3.2.3 Chronology

- **Question:** Can the chronological placement of trash deposit be determined?
- **Question:** What kinds of chronometric data are available? How well do the different kinds of chronometric data correlate?
- **Question:** Are there data indicating the presence of multiple dumping episodes in the site area?
- **Data Needs:** Date ranges for individual historic deposits are best derived from glass maker's marks, maker's marks on ceramics, technological and diagnostic features of both cans, bottles and chronological markers such as glass color. These kinds of chronological data generally provide a narrow data range for the manufacture of the artifact. A date range for the deposition requires correlation of all of the dates from individual artifacts and posited that the date of deposition is sometime after the latest manufacture date. There is an assumed time lag between date of manufacture and discard depending on the type and life cycle of the specific artifact. Where multiple dumping episodes are identified, a date range of deposition is estimated for each deposit.

### 2.3.2.4 Technology, Subsistence and Settlement Organization

- **Question:** What is the nature of refuse at the historic site? Is it possible to determine the original activities that resulted in the historic deposit?
- **Question:** For trash deposits is it possible to determine the origin of the deposits?
- **Question:** Is there any evidence present of archaeological features related to the nearby Mission Wells and Settling Basin (Los Angeles Historic-Cultural Monument No. 50)? The Mission Wells and Settling Basin is located approximately 0.3 mile to the northwest of the project site. Such evidence could consist of adobe bricks, floor tiles, or other architectural features. *Zanjas*, or agricultural ditches, from the historical era may be present in the general area; however, none have been identified to date.

**Data Needs:** It needs to be determined whether the refuse was associated with a direct household deposit, subsequent vacant area deposition or isolated dumping episode in a vacant lot/parcel or transportation corridor. Cross-matching artifacts from an adjacent, known household could be useful for associating a deposit or portion of a deposit with a nearby household refuse deposits, but is often difficult, if the adjacent data is unavailable.

### 2.3.2.5 Structure and Integrity of Cultural Deposits

- **Question:** Do inclusive chronometric data from the sites permit the identification and definition of temporally and/or spatially discrete historic dumps?
- **Question:** Are the definitions of discrete components supported by multiple, independent chronological controls and if so how similar are their age estimates?
- **Question:** Is there substantial evidence of occupational ‘overprinting’? How has this affected the temporal integrity of the refuse deposits?
- **Data Needs:** Need to identify and determine if any mixing of historic and modern deposits have occurred. Spatial analysis and identification of surface versus buried deposits will assist with differentiation of historic and later deposits. Identification of level of previous disturbance needs to be assessed. Has the utility and rail development resulted in the burial and mixing of previous surface historic deposits? Or has the excavation resulting in the mixing of discrete deposits resulting in reduced research potential.

## 3.1 Introduction

The archaeological monitoring and discovery protocol section of this document presents the purpose, methods and protocol for the construction monitoring, discovery, treatment, evaluation and data recovery procedures for the two previously recorded archaeological resources located in the Projects' APE. Archaeological monitoring is proposed for all site areas of CA-LAN-1124 and CA-LAN-2681 which are located within the Project's APE and have not been demonstrated through previous investigations to consist entirely of artificial fill or contain deposits that have reduced archaeological sensitivity (e.g., disturbed sediments and deposits that pre-date human occupation in the region) (Figures 3-1 and 3-2). CA-LAN-1124 has not been evaluated for the NRHP and even though the features that constitute the original site deposits do not extend into the current APE, the site vicinity is considered archaeologically sensitive. Site CA-LAN-2681 has been determined not eligible for NRHP listing, but still maintains elevated sensitivity for undisturbed and buried archaeological deposits.

### 3.1.1 Proposed Construction Activities

Construction is not anticipated to begin on the Project until 2022. Typical construction equipment used for the Project includes, but is not limited to, cranes, pile drivers, drill rigs, loaders, excavators, backhoes, support vehicles, concrete trucks, water trucks, and trucks for material loading and off-loading.

The draft Project design includes the following ground disturbing activities to be conducted within the boundary of site CA-LAN-2681 and CA-LAN-1124:

- Grading and minimal excavation for new track alignments (Both sites).
- Grading and minimal excavation for TPSS foundation and utility connections (CA-LAN-1124).
- Excavation for the removal of existing rail facilities, including culverts and drainage infrastructure (Both sites).
- Excavation for the removal and relocation of existing Pacific Oil Pipeline. The current alignment is located on the western ROW edge at a depth of 10 to 15 feet below surface (CA-LAN-2681).
- Excavation for installation of proposed pedestrian underpass structure which could extend to a depth of 15 to 17 feet below surface (CA-LAN-2681).
- Excavation and drilling for OCS poles to be located at regular intervals between the double track prisms. Planned dimensions for the OCS excavations are 3 feet wide by 10 feet deep (CA-LAN-2681).
- Excavation for a retaining wall (CA-LAN-2681).

### 3.1.2 Archaeological Sensitivity

The previously recorded site area located within the APE for CA-LA-1124 has reduced sensitivity as the result of previous commercial development of site areas and the extensive amount of subsurface disturbance, which has occurred in the existing rail ROW due to rail operations and utility installations. No previously recorded features associated with the site are located in the APE or

existing rail ROW and the majority of the work planned in the site areas in the APE will be grading of surface deposits or excavation of existing disturbed utility alignments to relocate utilities which conflict with proposed Project elements.

The previously recorded site area (CA-LAN-2681) has elevated sensitivity due the documentation of prehistoric lithic artifacts, even though they were located in a disturbed context. The original site form (Knight 2001), survey report (Berryman and Woodman 2001) and subsequent SHPO review (Polaco 2020) described the site deposits as disturbed, however, it is possible that other deposits across the site could be less disturbed and potentially encountered during construction. The APE in the site vicinity has undergone extensive development over the past century due to rail development and maintenance as well as industrial development adjacent to the rail alignment and then surrounding urban development in the San Fernando/Sylmar vicinity.

### 3.1.3 Previous Disturbances

The APE and site areas of both CA-LAN-1124 and CA-LAN-2681 have undergone intense development and disturbance over the past century. The rail ROW has been graded, excavated to unknown depths, and rail lines and facilities installed on numerous occasions, which caused disturbance to the surface and subsurface deposits in the APE. Another extensive disturbance in the APE and ROW was caused by the excavation for buried utilities. Four or five separate utilities currently occupy the APE alignment.

The features recorded at CA-LAN-1124 are located outside and west of the current APE and rail ROW. The features are portions of foundation elements related to the previous extant rail turntable and elements, which were present on the surface of the site parcel in 1982 prior to the construction of new commercial buildings, parking lots, and infrastructure.

As noted previously, site CA-LAN-2681 was recording during monitoring for the installation of a large oil pipeline alignment. The artifacts recorded were described as being situated in a disturbed context, likely indicating disturbances in the APE in this area prior to the excavation for the pipeline.

## 3.2 Monitoring Procedures

### 3.2.1 Personnel and Organization

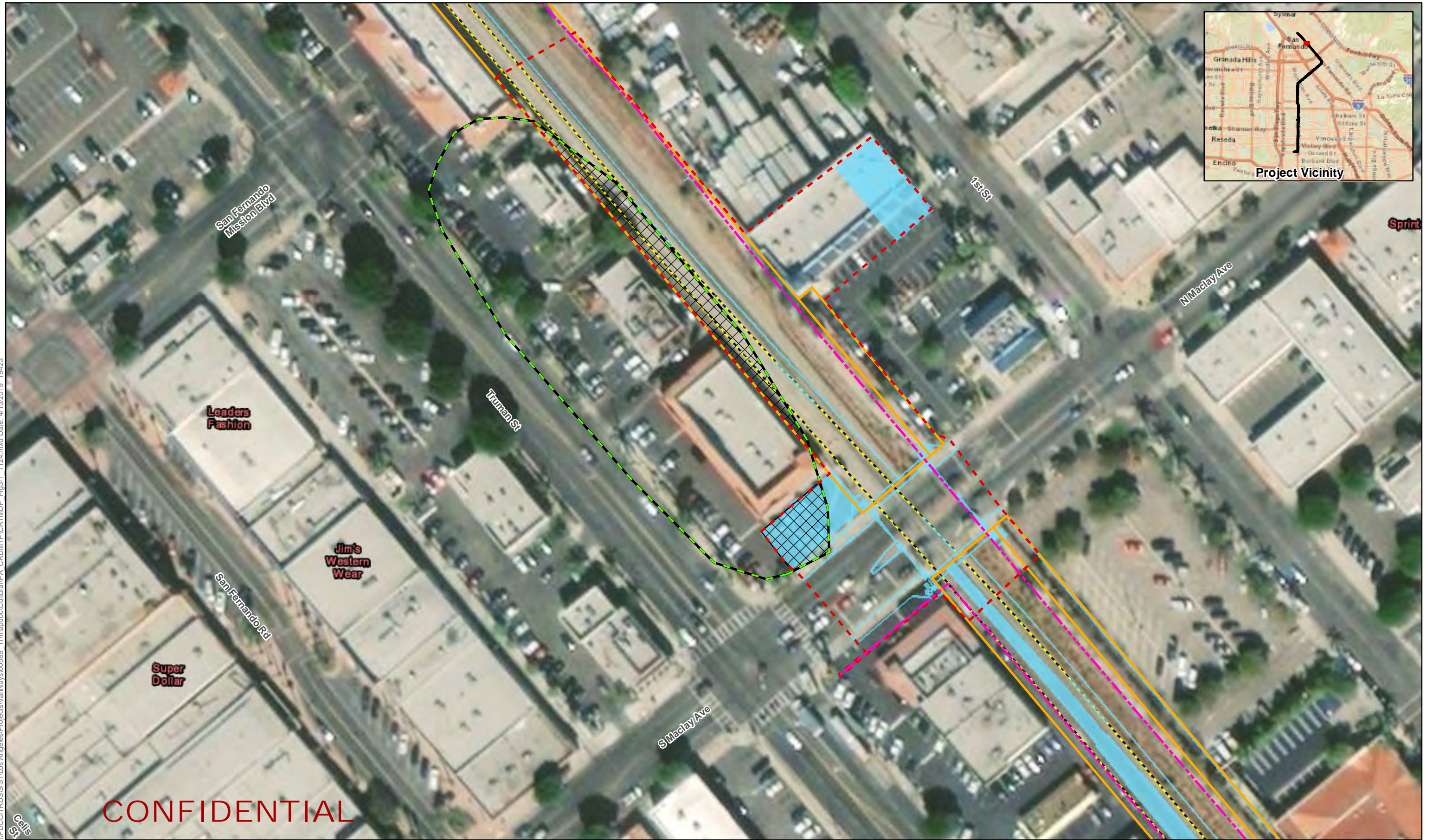
Monitoring for both prehistoric and historic period archaeological materials and human remains will be conducted by archaeological monitors and consulting Native American tribes. At this time, two tribes, the Gabrieleno Band of Mission Indians–Kizh Nation and the Fernandeño-Tataviam Band of Mission Indians have responded with interest concerning the Project and will be contacted concerning monitoring interest for the future when construction is planned. The archaeological monitors and Native American monitors will be contracted by LACMTA’s archaeological consultant to provide monitoring during ground disturbing activities during the construction phase of the Project and must abide by this Plan.

Table 3-1 provides the names, titles, and contact information of individuals, as presently known, who are involved in the field monitoring tasks and participate in decision-making actions.

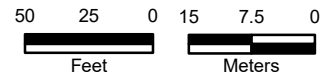
LACMTA is responsible for managing construction monitoring operations. LACMTA will provide FTA with weekly and monthly updates of the progress of the construction monitoring. FTA, as the federal lead agency responsible for Section 106 compliance, provides input regarding the process at their discretion.



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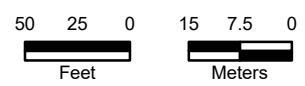
- APE
- Archaeological Site - CA-LAN-1124
- Monitoring Area
- Proposed ESFV Project Component
- Proposed ESFV Rail Alignment
- Existing Utilities - Potential for Relocation
- Rail Right-of-Way

Figure 3-1. Site CA-LAN 1124 Monitoring Area East San Fernando Valley Transit Corridor Project





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- APE
- Archaeological Site - CA-LAN-2681
- Monitoring Area
- Proposed ESFV Project Component
- Proposed ESFV Rail Alignment
- Existing Oil Pipeline Alignment (To to relocated within the ROW)
- Rail Right-of-Way

Figure 3-2. Site CA-LAN-2681 Monitoring Area  
East San Fernando Valley Transit Corridor Project

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**Table 3-1. Monitoring Personnel**

<b>Title/Role</b>	<b>Name</b>	<b>Organization</b>
Senior Environmental Specialist	TBD	LACMTA Environmental Compliance and Sustainability
Transportation Program Specialist	TBD	Federal Transit Administration
Environmental Protection Specialist (If needed)	TBD	Federal Transit Administration
Project Manager	TBD	LACMTA
LACMTA Construction Manager	TBD	LACMTA
LACMTA Environmental Specialist	TBD	LACMTA
Contractor Project Foreman	TBD	TBD
Project Archaeologist and Monitoring Coordinator	TBD	LACMTA's Archaeological Consultant Team
Lead Archaeological Monitor	TBD	LACMTA's Archaeological Consultant Team
Native American Monitor	TBD	Gabrieleno Band of Mission Indians-Kizh Nation
Native American Monitor	TBD	Fernandeño Tataviam Band of Mission Indians

Ground disturbing activities conducted in the identified monitoring areas will be monitored by an archaeological and Native American monitor. The Contractor Project Superintendent or the LACMTA Environmental Specialist will communicate construction schedule and other information to the Project Monitoring Coordinator, on Fridays for the following work week. The same day (Fridays) the Project Monitoring Coordinator will then provide this information to the archaeological monitors and the Native American monitors, and will coordinate activities with the monitors as needed. The Native American tribes that monitor construction activities will do so on an alternating weekly rotation basis. It is the responsibility of the monitors in the field to proactively communicate with the Project Monitoring Coordinator, LACMTA Environmental Compliance and Sustainability, the LACMTA Construction Manager; the Project Archaeologist, and contractor management and staff.

The archaeological and Native American monitors are also required to complete the construction contractor's Project-specific training. Archaeological monitors are expected to be knowledgeable of artifact identification for materials such as faunal bone, prehistoric and historic period artifacts and features sufficient to avoid repeated halts of construction for false identification of geological materials as artifacts or features. Archaeological and Native American monitors must report each morning to the Project Monitoring Coordinator and sign in at the construction trailer. Archaeological and Native American monitors will prepare daily written monitoring logs and photo logs of their activities and observations. All archaeological and Native American monitors will also participate in regularly scheduled Project safety meetings.

### 3.2.2 Monitoring Field Methods

Within the designated monitoring areas, an Archaeological monitor and a Native American monitor will examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction. Construction related ground disturbance includes grading, excavation, trenching, and drilling. Table 3-2 indicates actions that may occur during the monitoring process, and persons responsible for providing information, decisions, and oversight. The table clearly illustrates in detail the specific roles and responsibilities of personnel during the monitoring process.



**Table 3-2. Monitoring Actions**

<b>Monitoring Activity</b>	<b>Responsible Individual</b>	<b>LACMTA Oversight</b>	<b>Subsequent Actions*</b>
Inform Monitors of Schedule	Project Monitoring Coordinator	LACMTA Construction Manager	Transmit schedule to archaeological monitors, Native American Monitors on Fridays, prior to start of construction on Mondays. Schedule is transmitted by phone call, email and hard copy if needed.
Conduct Monitoring	Archaeological Monitor, Native American Monitor	LACMTA Environmental Specialist	Complete daily Monitoring and Photo log, transmit to Project Monitoring Coordinator
Discovery of isolated find	Archaeological Monitor	LACMTA Construction Manager	Archaeological monitor temporarily halts construction in 50-foot radius for expedited documentation. Documents item via photo, GPS, and records descriptive information in daily monitoring log
Request by Monitor to screen fill sample	Archaeological Monitor, Native American Monitor, Project Monitoring Coordinator, Project Archaeologist	LACMTA Construction Manager	Archaeological or Native American Monitor screens sample. Depending on results, Project Monitoring Coordinator or Project Archaeologist may be contacted.
Discovery of Human Remains	Archaeological Monitor, Native American Monitor, Project Monitoring Coordinator, Project Archaeologist	LACMTA Construction Manager, LACMTA Environmental Specialist	Archaeological monitor halts construction in 50-foot radius around discovery, contacts LACMTA Project Manager, LACMTA Environmental Specialist, Project Archaeologist; LACMTA Environmental Specialist contacts County Coroner. LACMTA Environmental Specialist contacts FTA on day of discovery. FTA will notify SHPO and Consulting Parties within 48 hours of discovery.
Treatment of Native American Human Remains	LACMTA, Most Likely Descendant (MLD)	LACMTA Project Manager, LACMTA Environmental Specialist	Treat in accordance with PRC Section 5097.98(a)-(d). Plan Treatment of Human Remains and obtain FTA approval. Temporarily store remains and transfer to MLD for final disposition. Treatment and temporary storage location will be identified in consultation with the MLD.
Discovery, Evaluation and Treatment of Features	Archaeological Monitor, Project Monitoring Coordinator, Project Archeologist	LACMTA Environmental Specialist, LACMTA Construction Manager	Archaeological monitor halts construction in 50-foot radius around discovery, contacts LACMTA Project Manager, LACMTA Environmental Specialist, Project Archaeologist and follows Section 2.3.2 of this plan. LACMTA Environmental Specialist contacts FTA on day of discovery. FTA will notify SHPO and Consulting Parties within 48 hours of discovery. Notification to consist of: Description of the nature and location of the find; Action(s) taken to protect the find; National Register status; Avoidance or minimization efforts, if feasible; and/or Measures for resolving adverse effects if property cannot be avoided.

Monitoring Activity	Responsible Individual	LACMTA Oversight	Subsequent Actions*
Disputes	FTA	LACMTA Environmental Specialist	FTA notifies other parties, works toward resolution with the disputing party. FTA produces a written response outlining the dispute and the resolution of the dispute.
Final Monitoring Report	Project Archaeologist	LACMTA Environmental Specialist	Draft Report to LACMTA Environmental Specialist. LACMTA Environmental Specialist transmits to FTA. FTA circulates to Consulting Parties for review and comment; The review period is 30 calendar days in length. FTA considers comments, prepares revised Final Report, and submits to SHPO for 30-day review period. Upon SHPO concurrence FTA distributes final report to consulting and interested parties. LACMTA submits a copy to the South Central Coastal Information Center.

### 3.2.2.1 Monitoring

Standard methods of excavation such as grading and trenching will be monitored by observation of the excavations as they occur. LACMTA determines safety procedures during construction. Archaeological and Native American monitors, as well as the Project Monitoring Coordinator and the Project Archaeologist when they are on site, must follow these safety procedures.

Drilling of Project features such as OCS result in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.

If requested by an Archaeological or Native American monitor, opportunities will be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials. The area in which this activity may take place will be coordinated with the LACMTA Construction Manager and if needed, the Project Monitoring Coordinator and Project Archaeologist.

Information from Site CA-LAN-2680 indicates that the site has the potential to be less disturbed below 4-feet from the existing ground surface. As construction activities approach this depth, monitors need to communicate with construction operators and supervisors to proceed more carefully with shallower excavation lifts to allow for archaeological monitors to observe the deposits, whether archaeological materials are present and to what extent they are intact and unaffected by previous construction and development of the vicinity.

### 3.2.2.2 Halt of Construction

Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor will consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone, however, spoil piles may not be removed until the monitor can examine them.

### 3.2.2.3 Isolated Finds

All artifacts observed and recorded during archaeological monitoring of CA-LAN-2681 will be recorded as part of the site. Concentrations of artifacts and specific structural items could be recorded as features within the site. Sparsely distributed artifacts will be recorded as isolated finds. For this Project, isolated finds are less than three artifacts (where any artifact broken into pieces is counted as a single item) within a 25-square-meter area, redeposited material without human remains, and artifact scatters without temporally diagnostic items/materials that can be dated through radiometric techniques.

If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor will temporarily halt construction in order to document the find. Documentation will be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts will be collected. Diagnostic historic-era items will be collected. Once an isolated item is documented, construction may resume.

All other observations of archaeological artifacts that do not meet the definition of an isolated find, and all observations of archaeological features, will follow the process to address new discoveries of cultural resources, described below under the “Unanticipated Discoveries” section.

### 3.2.2.4 Non-Compliance

Any incident of non-compliance with monitoring procedures by construction personnel, such as continuing work when requested to halt, will be immediately reported to the LACMTA Construction Manager and the LACMTA Environmental Specialist. LACMTA and FTA will determine with the Consulting Parties if any further actions regarding non-compliance are required.

### 3.2.2.5 Disputes

The Archaeological and Native American monitors or construction personnel shall not unilaterally disregard the decision of LACMTA Construction Manager or LACMTA Project Supervisor. If an Archaeological or Native American monitor objects to a decision made by the LACMTA Construction Manager or Project archaeologist, the matter will be brought to the LACMTA Environmental Specialist who will notify FTA. FTA and LACMTA will discuss the issue with the disputing party as well as SHPO or other Consulting Parties, as appropriate. LACMTA will prepare a report outlining the dispute and resolution of the dispute. After resolution of the dispute is completed, failure of an Archaeological or Native American monitor or other personnel to abide by the decision of the LACMTA Construction Manager or LACMTA Senior Environmental Specialist may be grounds for removal and replacement. Removal and replacement actions shall be at the discretion of LACMTA and the FTA.

## 3.2.3 Documentation

### 3.2.3.1 Daily Monitoring Logs and Weekly/Monthly Reports

Each Archaeological and Native American monitor must complete a Daily Monitoring Log form, documenting the location of monitoring activities throughout the day and the type, location of, and any action taken in regard to identified cultural resources (e.g., temporary halt of work, etc.). The monitoring forms should also document any incidents of non-compliance. Reports of non-compliance will identify the responsible party or parties, indicate to whom the incident was reported, and describe resolution of the situation, if any.

A brief description of any identified cultural resources shall be included in the Daily Monitoring Log, as well as a description of contacts made and actions taken. Photographs of activities and resources may be taken where appropriate. The Daily Monitoring Logs will be submitted to the Project Monitoring Coordinator within 24 hours, and these documents will be maintained in secure Project files and as PDF scans. Copies of monitoring logs are to be submitted weekly to LACMTA.

The Daily Monitoring Logs are the basis for weekly and monthly cultural resource monitoring progress reports submitted by the Project archaeologist to LACMTA. Copies of the Daily Monitoring Logs will be included as an attachment to the weekly report. The monthly reports will summarize the monitoring activities of the previous period, discoveries made and actions taken. Any non-compliance issues shall be discussed and, resolutions presented. LACMTA will provide copies of the weekly and monthly reports to FTA.

### 3.2.3.2 Site Records

All cultural resources discovered during monitoring shall be documented as part of the California DPR Form 523 that will be prepared as needed for sites CA-LAN-2681 and CA-LAN1124. Additional forms within the DPR 523 series shall be completed as necessary. Photographic documentation of the cultural resources discovered, as well as their context, shall take place. Documentation will strive to combine discoveries as much as possible and to place discovered materials into the context of each site, if appropriate, rather than create numerous site update forms. This DPR 523 form will be completed as part of the final monitoring report and submitted to the SCCIC.

### 3.2.3.3 Final Report

At the conclusion of all Project ground disturbing activities within the identified monitoring areas, Archaeological and Native American monitoring will cease. Within 3 months, the Project Archaeologist will prepare a Cultural Resources Monitoring Report, which will be submitted to LACMTA and FTA. The Cultural Resources Monitoring Report (Monitoring Report) will be based on monitoring logs and weekly monthly reports, and will summarize all monitoring efforts within the APE over the course of the Project. The Monitoring Report will include relevant regulatory background, Project description, and monitoring activities performed. Issues of non-compliance dispute and their resolutions will also be described. The Monitoring Report will follow the Secretary of the Interior's Standards for Archaeological Documentation (National Park Service 1983) and will be consistent with Archaeological Resources Management Reports: Recommended Contents and Format Guidelines (California Office of Historic Preservation 1990).

Review of the Monitoring Report will be conducted by FTA and LACMTA. A final version of this Monitoring Report will be provided to LACMTA, FTA, Consulting Parties, and the SCCIC for its permanent records. A version of the Monitoring Report, with any confidential information removed, will be prepared for access by the general public and provided to LACMTA. The public version copy of the Monitoring Report will be permanently retained by the LACMTA library.

## 3.3 Unanticipated Discoveries

### 3.3.1 Discovered Cultural Materials

If an archaeological monitor identifies cultural materials during construction monitoring, or if buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman will halt construction in a 50-foot radius around the discovery and will immediately contact the LACMTA Project Manager, LACMTA Environmental Specialist, and Project Archaeologist. The LACMTA Environmental Specialist will contact the FTA Project Manager on the day of discovery. The LACMTA Construction Manager will halt all construction work involving ground disturbance in the area of the discovery and surrounding 50-foot buffer around the area where resources might reasonably be expected to be discovered and will establish an Environmentally Sensitive Area until necessary cultural resources fieldwork is completed. Construction work, including ground disturbance activities, may continue outside of this area in accordance with this Plan.

For any discovery of an archaeological feature, regardless of eligibility, the LACMTA Environmental Specialist will notify FTA on the day of discovery, and FTA will notify SHPO and all other Consulting Parties within 48 hours of the discovery. SHPO and Consulting Parties have 48 hours to comment on the eligibility determination and proposed treatment of any unanticipated resource that is assumed or determined to be eligible. Notifications will not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure (bridge piers, buried roadways, and rail segments), sidewalks, and concrete rubble, fill, or waste.

The procedures described in this plan will be adhered to if archaeological discoveries are made during construction monitoring for the Project. The Project Archaeologist will make a preliminary assessment of significance and eligibility. The preliminary assessment will be submitted to the LACMTA Environmental Specialist and FTA. If the assessment recommendation indicates that the resource is not significant, FTA will make a determination of “not eligible” in consultation with LACMTA, FTA, SHPO, and other Consulting Parties. Notification procedures will follow Table 3-2 of this Plan.

If the assessment indicates that the resource is significant but can be avoided by Project construction activities, FTA will assume eligibility to the NRHP and avoidance will be recommended in consultation with LACMTA, FTA, SHPO, and other Consulting Parties as outlined in Table 3-2 of this Plan.

### 3.3.2 Identification, Evaluation and Treatment of NRHP-Eligible Features

The following procedures will be followed if FTA determines that the Project will affect a previously unidentified NRHP-eligible feature of CA-LAN-2681 or CA-LAN-1124. The initial discovery procedures and contacts will occur, the find will be secured and the deposits will be assessed for integrity and potential for NRHP-eligibility. The additional archaeological investigations required to properly identify the spatial extents of any buried features and deposits will be conducted through close monitoring of construction excavation through controlled shallow removals for the purposes of reducing risk of disturbance and increasing efficiency and extents of discovery after a visual identified occurs. Per the previous site information, it is anticipated that the vicinity of site CA-LAN-2681 is less disturbed below 4 feet from the existing ground surface. Therefore, monitoring and evaluative excavations at or near this depth needs to take the 4-foot depth into consideration. Once a feature, deposit, or feature vicinity is exposed, then archaeological excavation units will be used to expose and evaluate the feature while work occurs elsewhere.

Units of excavation to be used during testing will include, but may not be limited to, 1 by 2 square meters, 1 by 1 square meters, 1 by 0.50 square meters, or 50 by 50 square centimeters. Each excavation unit will be dug in arbitrary 10 centimeter levels and documented on standard test unit forms. Sediments will be screened through wire mesh ranging from ¼ to 1/8- inch, depending on professional judgement. As soon as it is determined that a potential intact archaeological deposit is present and treatment is necessary, testing will cease and recommendations will be made to FTA and LACMTA to proceed with consultation.

#### 3.3.2.1 Framework for Evaluation

Recommendations for further excavation will focus on those archaeological deposits (prehistoric or historical) considered to have data potential to contribute to broader patterns in prehistory or history. All discovered archaeological deposits will be evaluated according to NRHP/CRHR criteria (36 Code of Federal Regulations [CFR] 60.4). To make this determination in the field several values will be considered.

To be considered significant, features or deposits must contain a sufficient quantity and variety of artifacts and possess integrity and demonstrable historical association. The values of quantity, integrity, variety, and association are described below. In assessing prehistoric remains, the first three

values are relevant. In addition, the presences of clearly prehistoric artifacts (flaked stone debris, tools, pottery, human remains) will qualify the deposits for further investigation and recommendations will be made.

**Quantity** refers to the absolute number and frequency of artifacts within a deposit. Sufficient numbers of artifacts are needed to yield valid interpretations of the behaviors they represent. The actual quantity is not a set variable because the overall quantity will vary depending on the date of the deposit, the availability of consumer goods, and the social mechanisms influencing reuse and disposal.

**Variety** refers to the diversity of artifact classes within a deposit. A lack of variety does not necessarily mean a deposit is not significant. A feature containing a singular deposit of unusual artifacts or unique but uniform information on underrepresented social groups can make a significant contribution to an understanding of history.

**Integrity** not only refers to a physically intact deposit (i.e., with undisturbed stratigraphy), but also what James Deetz (1977) termed “focus.” By focus, Deetz refers to the level of clarity with which archaeological remains can be seen to represent a particular deposit, episode, or event. Archaeological remains that represent several activities, events, or themes that cannot be separated from one another are said to lack focus (such as mixed fill). Where focus is lacking as the result of disturbance, the deposit also lacks integrity.

**Association** Vital to this interpretation of integrity is the aspect of historic context and association. A deposit must have strong associations with a specific activity, an individual household, commercial establishment, neighborhood, ethnic or socioeconomic group, specific property use, or significant event in the community to possess context and associative value. As needed, archival research will be undertaken to confirm association of any deposits identified.

If a deposit is determined to be unimportant using these criteria, further excavation will not be recommended and the cut or feature will be abandoned. Resources will be evaluated by the Project Archaeologist, in consultation with the Principal Archaeologist. If the resource is determined to be significant it will be recovered during data recovery. Field methods for testing significance and final data recovery are detailed further, in Section 2.6.

### 3.3.2.2 Streamlined Approach—From Testing to Data Recovery

Treatment will immediately follow Phase II testing once a determination of significance has been agreed upon by FTA, LACMTA, Consulting Parties and the SHPO. Findings from testing will be summarized in a memo prepared by the Project archaeological team and submitted immediately to FTA and LACMTA by email, who will then circulate the agreed upon treatment to the Consulting Parties. The Consulting Parties will review and respond per the stipulations of the PA. Their comments will be reviewed, recommendations revised, as necessary, and FTA will submit the findings to the SHPO to review and respond. If there is a disagreement with the findings and recommendation, SHPO (and ACHP, if participating) will notify FTA so that arbitration can occur. Following a determination that the discovery is significant and treatment is required, further action will ensue the following work day. This sequence will ensure that Project effects have been considered and adverse effects have been mitigated, in an expedited and efficient manner.

### 3.3.2.3 Data Recovery Goals

The goal of treatment is to fully excavate all significant archaeological deposits that will potentially be damaged or destroyed within the APE as a result of construction. If FTA and LACMTA determine that significant deposits can be protected in place and/or avoided, methods of protection in place will be recommended. Such methods of protection will require consultation with the Consulting Parties and the SHPO and a final determination will be made by the FTA.

### 3.3.2.4 Feature Excavation and Documentation

If the site deposit or feature is determined to be significant, and cannot be avoided or protected in place, data recovery procedures will be employed to ensure resolution of Project effects. Prehistoric and historic features appearing to possess significance will then be excavated manually according to standard stratigraphic techniques, that is, according to physical layers of deposition. Full recordation of the excavations will occur and will include, but not be limited to, mapping, photographing, the completion of standard excavation forms, (feature form, unit, bag and photograph logs, plan and profile drawings, etc.), and the preparation of a site stratigraphy based on standard geoarchaeological methods.

Excavations of test units and features will be undertaken using standard hand excavation techniques and the sediments will be passed through hardware mesh. Where a feature or deposit is determined or suspected to be prehistoric in origin, 1/8-inch or 1/16-inch screen mesh will be used. Where the deposit is found to be historical in origin, a larger screen size (1/4-inch) may be selected. All temporally or functionally diagnostic artifacts found in the screen of historical archaeological deposits will be collected; however, certain ubiquitous building materials (milled lumber, broken brick, and concrete) may not be retained for further analysis. Nonetheless, discarded items will be recorded on discard logs. Artifacts will be bagged according to the test unit level from which they were recovered, and the bags marked with the complete provenience, excavators' names, and date of recovery. Each completed feature will be drawn in plan and cross-section and photographed to illustrate the stratigraphic relationships of the various contexts. The Project Archaeologist, the Principal Archaeologist, FTA and LACMTA will all be involved in a continuous assessment program that facilitates streamlined feature evaluation, excavation, and recordation. FTA will consult with Consulting Parties and will advise Consulting Parties of determination of significance.

Excavated materials from significant deposits will then be taken to the LACMTA's archaeological consultant team laboratory for cleaning, processing, analysis, and final significance evaluation. Some historical artifact types recovered during excavations will be determined in the field to contain little or no data potential. In an effort to reduce the material requiring decontamination, further analysis, and curation, these materials will be discarded. The identification of such items is based on the lack of long-term research values, excessive quantity, and redundancy in data, poor condition, and/or a health and safety risk. Such items are discarded after they have been identified, counted, weighed, photographed, and recorded. They include, but may not be limited to, window glass post-dating the 1870s, non-diagnostic bottle fragments, nails, leather and textiles, unidentifiable metal scraps, sheets, strips and wire, corroded metal, non-temporally diagnostic slag, and amorphous, non-diagnostic metal and glass, rail related metal materials, rail spikes, deposits of coal clinker, and rail ballast.

### 3.3.2.5 Laboratory Processing and Analysis - Prehistoric Artifact Analysis

Chipped-stone implements and manufacturing debris (lithic flakes) are expected to comprise the largest artifact categories in a prehistoric assemblage. Lithic analysis, therefore, constitutes a major focus of the proposed research. The specific data collected for the lithic materials analysis will include both nominal and metrical data from complete flaked specimens including recordation of lithic reduction category (primary, secondary, or tertiary), number of negative flake removals on dorsal surface, percent cortex, raw material type, weathering rind presence, weight, and artifact dimensions (length, width, thickness).

These data will be recorded into a Microsoft Office Access database to enable it for use in statistical software and geographic information systems (GISs). Statistical tests (i.e., chi-square, bivariate and discriminant analyses) deemed appropriate for determining the quantitative significance of material distribution across the assemblage population will be performed with the lithic data. These tests will provide statistical data useful for addressing and identifying the types and modes of lithic reduction strategies that occurred across the site.

Stylistic analysis focusing on the temporal placement of certain artifact forms (e.g., projectile points, groundstone implements) will be undertaken as appropriate. Both stylistic and technological attributes will be examined as potential indicators of stages of manufacture and/or use. It is anticipated that most analyses will be oriented toward chipped-stone samples but may also include ground-stone samples, if available for study.

### 3.3.2.6 Historic-era Artifact Analysis—Functional Classification

Historic-era artifacts will be sorted under the group headings that reflect broad historical themes of study (e.g., commercial, domestic, industrial, recreation and leisure, personal, structural, and transportation). Each broad group will then be subdivided into categories reflecting specific activities. For example, domestic-related artifacts will be sorted according to household activity. Assemblages generated by domestic use will then be classified as reflecting subsistence activities and will be divided into object function (such as container, drinking vessel, serving ware, tableware/flatware, utilitarian item, kitchen item, etc.). Structural debris will be sorted into separate material types but placed under the broad heading of building materials. The final tier in this descriptive classification is intended to describe the artifact itself (i.e., plate, bowl, jar, tableware, bottle, etc.).

### 3.3.2.7 Specialized Analysis

Artifacts requiring specialized analysis will be separated from the overall collection and sent to the appropriate analyst for identification, evaluation, and interpretation. Specialized analysis will include but not be limited to floral and faunal identification to the level of species and genus as well as identification of minimal number of individuals (MNI). Shell bead analysis and historic-era personal items, such as jewelry and buttons, will be analyzed in house by a specialist. Native American artifacts will be evaluated by specialists in the appropriate artifact types and suitable C14 samples will be submitted to Beta Analytic. Obsidian hydration analysis will be conducted on appropriate obsidian artifacts recovered during data recovery excavations.

Following full analysis, all data collected will be entered into a relational database for use in interpretation. The database will also be used to generate a final curation catalog.

### 3.3.2.8 Report Preparation

A final technical report of the archaeological studies will be prepared for distribution to all Consulting Parties within 3 months of the completion of field work. The report will present the results of the site identification, evaluation, determination of eligibility for the NRHP or CRHR, assessment of effects, and treatment. A draft report will be reviewed by FTA and LACMTA. Upon revision it will be provided to the Consulting Parties who will have 30 days for review and comment. All comments will be considered by FTA and a revised report will be prepared and submitted to SHPO for a 30-day review period. Upon concurrence by SHPO, FTA will issue the final report to all Consulting Parties. The final report also will be submitted to the South Central Coastal Information Center (SCCIC).

A map of the location of each excavation unit and feature or deposit will be included in the technical report. A DPR 523 site record update will be completed and included in the report as a confidential appendix. The artifact catalog and inventory of historic-age human remains, if any, will also be included as a confidential appendix.

### 3.3.2.9 Curation

Today's standards recommend that significant archaeological collections be housed at a qualified curation facility. All recovered archaeological materials will be cataloged and prepared for curation according to standards set forth at "Curation of Federally-owned and Administered Archaeological Collections" (36 CFR §79, September 12, 1990). The selected facility should be consistent with the State Historical Resources Commission Guidelines for the Curation of Archaeological Collections.



LACMTA's archaeological consultant team will inventory, accession, label, and catalog the collections according to the standards set by the receiving curatorial facility. The final collection will contain artifacts, special samples, photographs, field notes, and other relevant site documentation. LACMTA will be responsible for paying curation fees.

### 3.3.3 Discovered Human Remains

In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery will be stopped and the provisions of California PRC § 5097.98 and HSC § 7050.5 will be followed. The Archaeological monitor will halt construction, establish a 50-foot buffer around the discovery, and will contact the LACMTA Project Manager, LACMTA Environmental Specialist, and Project Archaeologist. The LACMTA Environmental Specialist will notify the Los Angeles County Coroner and FTA on the same day of the discovery. If the Coroner determines the remains are those of a Native American, it will notify the NAHC, who will identify a Most Likely Descendent (MLD). FTA will notify SHPO and other Consulting Parties within 48 hours of discovery. Treatment of the remains and all subsequent actions will be completed per this CRMDRP as outlined in Table 3-2 of this Plan.

### 3.3.4 Release of Environmentally Sensitive Areas for Construction

The FTA, after appropriate consultation with Consulting Parties, will ensure that the identified cultural resource has been appropriately investigated and that any effects to assumed or determined eligible resources have been mitigated per developed mitigation measures. Once all parties have been consulted on the completion of treatment, the recommendation for construction to resume will be made. FTA will notify LACMTA, and LACMTA will authorize the Project Archaeologist to release the area of avoidance to construction activity. Construction, including ground-disturbing activities, can then immediately resume. Post field analysis will continue off-site and a full investigative report will be prepared.

### 3.3.5 Artifact Curation

All recovered archaeological materials collected during monitoring will be cataloged and prepared as part of the associated site artifact collection. Preparation and curation of the collection will be completed according to standards set forth at "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR §79, September 12, 1990).

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Appendix A

DPR Forms—CA-LAN-2881 and CA-LAN-1124

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**Science Applications International Corporation**  
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February 16, 2001

19-002681

looks like PPSI is already  
 a part of this

Ms. Margaret Lopez  
 South Central Coastal Information Center  
 Department of Anthropology  
 California State University, Fullerton  
 800 North State College  
 P.O. Box 6846  
 Fullerton, California 92834-6846

*Subject: Site Forms for Archaeological Resources Along Pacific Pipeline*

Dear Ms. Lopez:

We are pleased to submit to you 15 site forms for archaeological resources located along the portion of the Pacific Pipeline that runs through Los Angeles County. Fourteen forms are updates of previously recorded resources (CA-LAN-991/H, -992/H, -1305, -1834/H, -2058, -2119, -2372, -2373, -2480, -2578, -2579, -2580, -2581, and -2582). The last form is for a newly recorded resource, PPSI Resource 35, needing a primary number. Two copies of each site form have been enclosed.

We would be pleased to address any questions you have on the site form.

Sincerely,

SCIENCE APPLICATIONS INTERNATIONAL CORPORATION

Craig Woodman  
 Project Manager

Ken Victorino  
 Senior Archaeologist

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**PRIMARY RECORD**

Primary 19-002681

HRI #

Trinomial

NRHP Status Code

Other Listings

Review Code

Reviewer

Date / /

Page 1 of 3

\*Resource Identifier (Assigned by recorder): PPSI RESOURCE 35

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Los Angeles County

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad San Fernando Date 1966 (1988) T 2N; R 15W; 1/4 of 1/4 of 1/4 of Sec. SB B.M.

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 366 482 mE/ 3 795 575 mN NAD 83

Zone 11, 366 493 mE/ 3 795 564 mN NAD 83

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate): Cultural materials were found between Station 4070+58 and 4074+50, immediately southwest of the Metrolink Railroad ROW at the intersection of Truman and San Fernando.

\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): A diffuse scatter of historic and prehistoric artifacts were found between Stations 4070+58 and 4074+50. A concentration of historic artifacts (including approx. 100 pieces of historic glass) was recorded at Station 4074+50. Remnants of two brick features of unknown function were discovered near Station 4070. Thirteen prehistoric, or possibly prehistoric, artifacts were found between Station 4071+00 and 4074+55.

\*P3b. Resources Attributes: (list attributes and codes) AH2. Foundations, AH4. Trash Scatters, AP15. Habitation Debris

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

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

\*P5b. Description of Photo: (View, date, accession #)

\*P6. Date Constructed/Age and Source:

Prehistoric  Historic  Both

\*P7. Owner and Address:

\*P8. Recorded by (Name, affiliation, and address):

Albert Knight

Lanny Reed Consultants, Inc.

516 Spring Court Canyon

Fort Collins, CO. 80525

\*P9. Date Recorded: \_\_\_\_\_

\*P10. Type of Survey: Describe:

monitoring of construction of the Pacific Pipeline

\*P11. Report Citation (Cite survey report and other sources, or enter "none."): Archaeological Monitoring Along the Pacific Pipeline (SAIC 2001).

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Resource Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

# ARCHAEOLOGICAL SITE RECORD

Page 2 of 3

\*Resource Name or # (Assigned by recorder): PPSI RESOURCE 35

- \*A1. Dimensions: a. Length 60 meters (northwest-southeast) × b. Width 2 meters (southwest-northeast)  
Method of Measurement:  Paced  Taped  Visual estimate  Other: \_\_\_\_\_  
Method of Determination (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain): \_\_\_\_\_  
Reliability of Determination:  High  Medium  Low Explain: \_\_\_\_\_  
Limitations (Check any that apply.):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain): much of the area has been impacted by alluvial flow in the East Channel drainage and by historical development at Mission Wells and along the axis of historic U.S. Highway 99
- A2. Depth: \_\_\_\_\_  None  Unknown Method of Determination: overall depth of the deposit was not determined
- \*A3. Human Remains:  Present  Absent  Possible  Unknown (Explain): none observed
- \*A4. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.): Remnants of two brick features of unknown function were discovered near Station 4070. These include the remains of a brick and mortar foundation, containing approx. 250 whole and fragmented bricks at Station 4070+80, and a lens containing granitic rock, a brick feature, and burned ashy soil at Station 4070+58. The second feature continued for at least 100 feet.
- \*A5. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):  
A concentration of historic artifacts was recorded at Station 4074+50. Approx. 100 pieces of historic glass were found in the back-dirt piles and in the upper trench walls of the southeastern portion of the trench. Identified glass included cork-stopped bottlenecks, screw cap bottles, whiskey/liquor bottles, and medicine bottles.  
Thirteen prehistoric, or possibly prehistoric, artifacts were found in trenching back-dirt between Station 4071+00 and 4074+55. These items are described as a semi-portable rock work station (possible anvil), possible groundstone, small hammer or pecking stone, bifacial mano, scraper, secondary flake, a modified cobble, chopper, and a metate fragment.
- \*A6. Were Specimens Collected?  No  Yes (If yes, attach Artifact Record or catalog and identify where curated.)
- \*A7. Site Condition:  Good  Fair  Poor (Describe disturbances.): much of this area has been impacted by alluvial flow in the East Channel drainage and by historical development at Mission Wells and along the axis of historic U.S. Highway 99 (San Fernando Road).
- \*A8. Nearest Fresh Water (Type, distance, and direction): \_\_\_\_\_
- \*A9. Elevation: \_\_\_\_\_
- A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): \_\_\_\_\_
- A11. Historical Information:
- \*A12. Age:  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post-1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:
- A13. Interpretations (Discuss scientific, interpretive, ethnic, and other values of site, if known.):  
The area that yielded prehistoric artifacts is within the general boundaries given for the ethnohistoric village of Pasknga (possible village location is based on general ethnographic descriptions only – no ethnohistoric period artifacts have been found and no intact village/residential deposit has been located). The proposed site of Pasknga is thought to have been located between Station 3942+10 and 4081+71. There is no evidence, either archaeologically or from archival documents, that the artifacts associated with Resource 35 are related to the ethnohistoric village of Pasknga.
- A14. Remarks: Because of the disturbed nature of the site context, and the lack of other physical evidence of an ethnohistoric village deposit, this impacted area would likely be considered ineligible for listing in the National Register. Additional evaluations would be required to determine the exact boundaries and content of Resource 35 and its possible relationship to ethnohistoric resources.
- A15. References (Documents, informants, maps, and other references): \_\_\_\_\_
- A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.): \_\_\_\_\_  
Original Media/Negatives Kept at: \_\_\_\_\_
- \*A17. Form Prepared by: \_\_\_\_\_ Date: February 13, 2001  
Affiliation and Address: Science Applications International Corporation  
816 State Street, Suite 500; Santa Barbara, CA 93101

**LOCATION MAP**

Trinominal:

\*Map Name: USGS 7.5 min. quadrangle, San Fernando, Calif.

\*Scale 1:24,000

\*Date of Map 1966, 1988





SUPPLEMENT FOR P-19-002681 (CA-LAN-2681)....aka CA-LAN-2681/H  
December, 1998 - by Albert Knight

- P2a The area described is in Los Angeles County.
- P2b USGS San Fernando, California, 1:24,000 Quadrangle-Photorevised 1972; T 2N; R 15W. The area where the site is located is not sectioned, but is part of the Ex Mission San Fernando Land Grant; San Bernardino Base Meridian.
- P2c The exact address is unknown. The owner's address is:  
METROLINK  
700 South Flower Street - 26th Floor  
Los Angeles, California 90017.
- P2d UTM's: Center point of area described is @ 3795500 North, and 366600 East. The area described here is oriented NW-SE.
- P2e Other Locational Data:  
The objects described here were found in an area which is immediately southwest of the METROLINK RR ROW. A new METROLINK platform/station is located immediately northeast of these same tracks. The site/area described here is north of the place where Truman Street (west) meets San Fernando Road, and it is northwest from the intersection of San Fernando Road (east) and Bleeker Street. Bench Mark 1118 is located a short distance SE of the center point of the area described here.
- P3b Resource Attributes (attributes and codes):  
AH16 100s small broken pieces of historic glass.  
AP16 13 prehistoric artifacts, or possible prehistoric artifacts, including unworked manuports). The prehistoric artifacts are undoubtedly associated in some way with the old village area centered on the (San Fernando) Mission Wells. The only previously recorded portion of this village area is CA-LAN-409. Los Angeles Historical-Cultural Monument No. 50 is the extant surface manifestation of the early historic use of the springs/wells. The most famous resident of the well area was Rogerio Rocha. See Reference, below.
- P8 Recorded By: Albert Knight, for  
Pacific Pipeline Systems, Inc., and  
Lanny W. Reed Consultants, Inc.  
516 Spring Canyon Court  
Fort Collins, Colorado 80525

P9 November 1998

P10 The prehistoric and historic artifacts described here were discovered during and/or following trenching, and later, during back-filling activities.

DPR 523C- ARCHAEOLOGICAL SITE RECORD PAGE

- A1 The dimension of the area described here is +60m NW-SE x ca. 2m SW-NE. This represents only the relatively small area which was accessible to PPSI project personal, and which is located between the METROLINK RR ROW and San Fernando Road/Truman Street. Prehistoric and historic use areas certainly exist and/or existed outside of this very restricted area.
- A2 Depth. Unknown. Much of this area is very disturbed, and none of the prehistoric items described here were found *in situ*. Prehistoric artifacts were observed ON back-dirt piles only. It appears that at least minor intact (?) prehistoric archaeological deposits are present, possibly at a depth of 4 or more feet, in this area. Historic glass to 2ft. in depth.
- A3 No human remains were observed in the area described here.
- A5 Cultural Constitutents:

HISTORIC ARTIFACTS (main concentration @ ca. station 4074+50):

- #1- 3 dozen pieces of historic glass (from at least 200 observed pieces) were recovered from the back-dirt piles (11-98) and later (12-98) from a portion of the upper trench walls. The historic glass was found beginning immediately SE of the area where the prehistoric materials were recovered. However, the largest deposit of histoic glass was at the SE end of the area recorded. Very little of this glass appears to be recent in origin, and many pieces appear to be 50 to +75 years old. A representative selection of the older looking pieces were collected from the back dirt pile as a non-random sample for examination. Most of the surviving bottle-necks are of the cork-stopper (straight or choke necked) type, although a few screw cap bottle-necks are also present. Many small bottle bases appear to to be from 1/2 pint whiskey bottles.

- #2- 5 small (to 5") unbroken clear glass "medicine bottles" were observed. These include cork stopper, pop-off top, and screw on/off top types. 3 of these small unbroken bottles were collected as specimens. These from ca. station 4073+83 (i. e. at or adjacent to the East Channel drainage).
- #3- 200-300 whole and broken, mostly red bricks were observed, especially at and around station #4070+80, where what little that remains of a small brick and mortar foundation could be seen in both trench side-walls. Many of the intact and some of the displaced bricks are still at least partially cemented together. Only one loose brick had a partially visible makers mark (too covered in concrete to read). Only a few of these bricks looked particularly old- although they all undoubtedly do exceed 50-75 years in age. Almost all of the bricks were a standard "red brick" color, but a few were much lighter in color. There is a considerable amount of non-local rounded granitic rock and burnt ashy soil within the remains of this structure (as seen in the trench walls). This rock/dark ash/debris field continues to the SE for at least 100 feet.
- #4- A recent, but no longer used, double walled rebar reinforced concrete drainage channel (@ ca. station 4074+00), which has been filled in with dirt, and some rock(s). This is one of the recent drainages of East Channel. The old gravel bedded creek bottom could be seen in the PPSI trench side wall, especially on the east side of the concrete channel. The new Metrolink station (and associated etc.) probably required the installiation of an even newer drainage system.

#### PREHISTORIC ARTIFACTS:

- #1- A semi-portable rock work station. This rock is 42 x 19 x 16cm, and is shaped generally like the upper part of an anvil. The top face is semi-smooth and is very grezzy, but the sides and bottom are not (grezzy). The rock is quite heavy, even for its size. One side edge looks as if it may have been intentionally trimmed/shaped. From PPSI ca. station #4071+00.
- #2- 1 pc. of possible groundstone, whole. The piece is 11.5 x 7.5 x 6cm. The material is mostly dark brown, but also includes perhaps 10% white quartz. It is a metamorphic rock, probably a granitic. This rock fits into the hand (with a power grip) quite well. Two edges appear to have been ground. Recovered PPSI ca. station #4074+00. This rock may have been pushed to the southeast somewhat during clearing and/or trenching.

- #3- A small hammer or pecking stone. The stone is a little less than 6cm (proximal to distal ends) x a little more than 6cm wide x +4cm in thickness. The material appear to be a mixture of a gray granitic rock and white quartz. From PPSI station #4070+55.
- #4- A 10.5 x 7.5 x 4.5cm bifacial mano. From PPSI ca. station # 4071+58.
- (artifacts #5, #6, and #7 were all found at PPSI ca. station # 4070+00).
- #5 A scrapper made of black quartzite.
- #6 A secondary flake, derived from the cobble that became artifact #5.
- #7 A flake, derived from the cobble that became artifact #5.
- #8 A cobble/ manuport. The material appears to be quartzite. This rock has 2 ADJACENT "nicks" on one edge, as if someone had tried to split it in half, but gave up (at least for awhile) after a couple of whacks. From PPSI station # 4070+00. Possibly an artifact, certainly a manuport.
- #9 A cobble/manuport. The material is a gray quartzite- of a material commonly found in sites in the northwest San Fernando Valley. This piece is very close in size and composition, as compared to the source rock which was used for the manufacture of artifact #5. Possibly an artifact. From PPSI ca. station #4071+00.
- #10 A cobble which has been modified into a hammer/pestle. The piece is an elongate triangular cobble 14cm long x 7 x 6.5 x 6cm, and is very battered on one end. The material appears to be quartzite. From PPSI station #4070+50.
- #11 A simple chopper, 14cm long x 12cm wide x 7cm at the thickest point. The material is quartzite. The proximal end fits into the hand quite well. From PPSI station #4070+50.
- #12 A metate fragment ca. 25 x 15 x 5cm was observed at PPSI ca. station # 4071+00. This item was not collected.
- #13 An unmodified reddish non-local quartzite cobble was observed at PPSI ca. station #4071+00. Size 12 x 7 x 6cm. Another manuport which probably would have eventually been modified into a scrapper. This item was not collected.

- A6 Of historic specimens only a small selection of broken pieces of glass, and three small bottles were collected. 11 of the 13 prehistoric (and possible prehistoric) artifacts were collected.
- A7 Site Condition: Unknown. Much of this area has obviously been disturbed by: 1) alluvial flow in the East Channel drainage, and: 2) by historical development, at first in the area of the Mission Wells, and later along the axis of historic U. S. Highway 99- locally San Fernando Road. Although much of the area is disturbed, it is possible that localized buried/intact deposits may still exist close-by the areas impacted by historic activity. If intact deposits do still exist, they are probably present at a depth of more than four feet.
- A8 Nearest water: The area described here straddles the East Channel drainage at the point where it turns (from flowing) southeast, to flowing generally south. This drainage was historically the main source of water for the "Mission Wells", which supplied Mission San Fernando (etc.) with water (see References).
- A9 Elevation: Approximately 1120 feet.
- A10 Environmental Setting: The area described here is immediately south and west of the place where East Channel turns from southeast to south. A site, or a portion of a site, probably sat on a small knoll, adjacent to the bend in East Channel. A moist vale, with a stand of trees at and around the springs (probably with Oaks, Sycamores, and/or Fremont Cottonwood) may have existed at and around the springs, and along East Channel. There was probably also an elderberry and mixed shrub understory. At times and in localized places, especially at and down hill from the springs, there would have been enough water for tules, sedges, and etc. The soil is very sandy in this area, and can be described as very fine. Much of it is undoubtedly aeolian in origin. This is to be expected, since the site vicinity is south of the East Channel drainage, and the prevailing winds blow from the north. Except for in the area of the brick/rock/ashy soil debris field found SE from ca. station 4070+58, only a few rocks- all of these grapefruit sized or smaller- were observed in this area. Almost all of the small rocks observed were an almost glossy grayish-silver granitic rock type. Even the more angular rocks have smoothed edges. These native rocks were probably semi-polished, by the alluvial action of being tumbled gradually down the East Channel drainage, in/through the fine sand. These local granitic rocks are quite distinct, as compared to the imported quartzites, that most of the artifacts (i. e. #s 2, 3, 5, 6, 7, 8, 9, 10, 12) are made from.

A12 The area described here has evidence of prehistoric and historic activities. The historic materials are mostly 1930s-1940s vintage.

A15 References:

Engelhardt, Fr. Zephyrin, O. F. M.

1927 San Fernando Rey: The Mission of the Valley. Franciscan Herald Press, Chicago. See page 21. East Channel was (is) the main source of water for the Mission Wells, which once supplied Mission San Fernando with water.

Heizer, Robert F., editor

1976 A Collection of Ethnographic Articles on the California Indians. See Pp. 63-68: "Rogerio's Theological School", by H. N. Rust (1904). Rogerio was a well known Fernandeno Indian resident of the Mission Wells area.

King, Tom

1970 Archaeological Site Survey Record for CA-LAN-409.

Knight, Albert

1998 Site Record for CA-LAN-2681/H

McCawley, William

1996 The First Angelinos - The Gabrielino Indians of Los Angeles. A Malki Museum Press/ Ballena Press Cooperative Publication. Page 39 briefly mentions the San Fernando Mission Wells and the Mission San Fernando aquaduct system.

Sutton, Mark Q.

1989 Archaeological Site Record for CA-LAN-409.

United States, Geological Survey

1972 San Fernando, California 7.5 Quadrangle Map. The general site area is located along the line which divides T2N from T3N, just to the left of the words "Mission Wells", and "Historical Monument," and just NW of and SE of the point "BM 1118."

Walker, Edwin Francis

1952

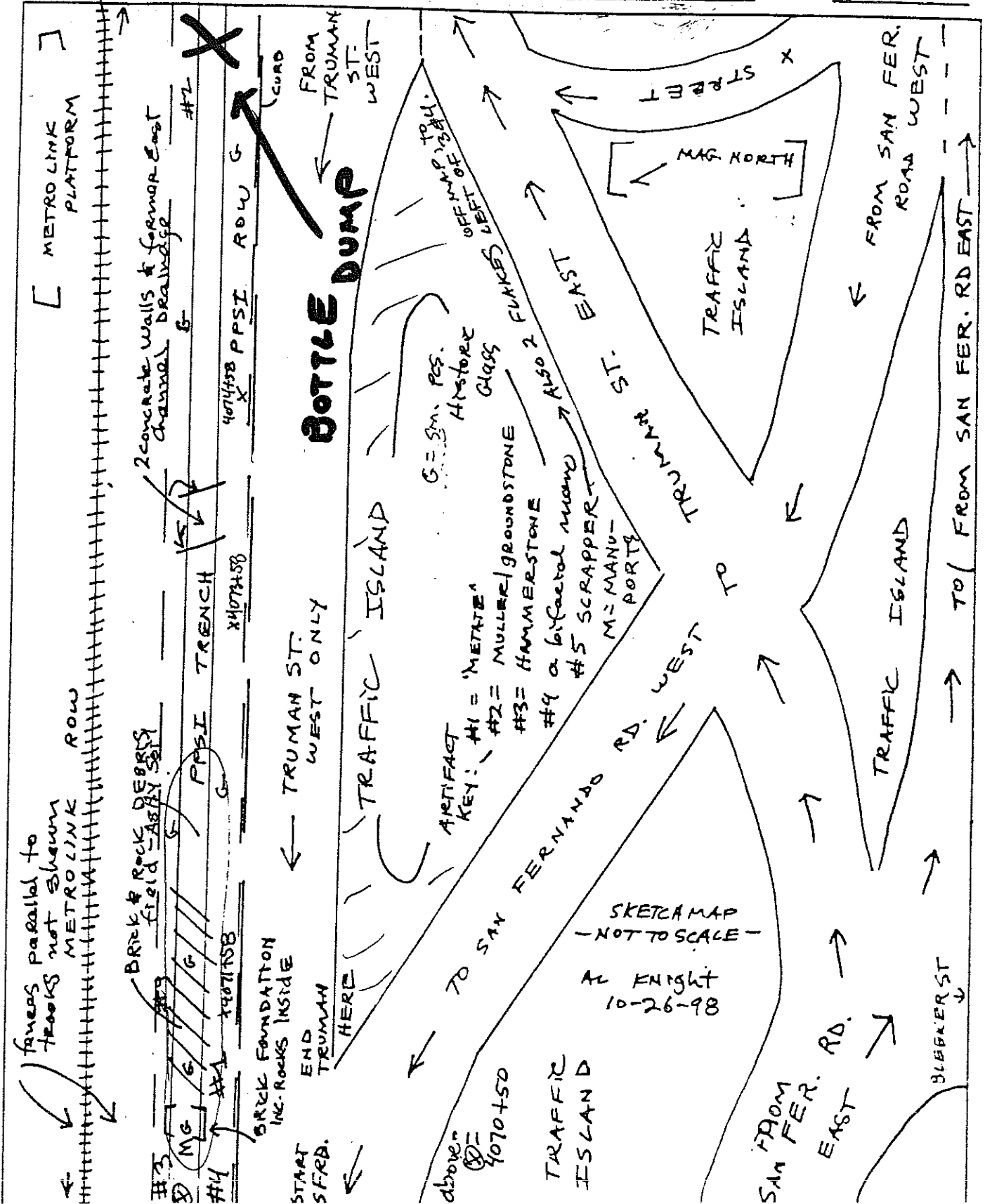
Five Prehistoric Archaeological Sites in Los Angeles County, California. See "A Metate Site at San Fernando", pp 15-26, in Publications of the Frederick Webb Hodge Anniversary Publication Fund, Volume VI. Los Angeles, California, Southwest Museum, Administrator of the Fund. George Rice & Sons, Los Angeles. Describes the excavations at LAN-409.

Webb, Edith Buckland

1952

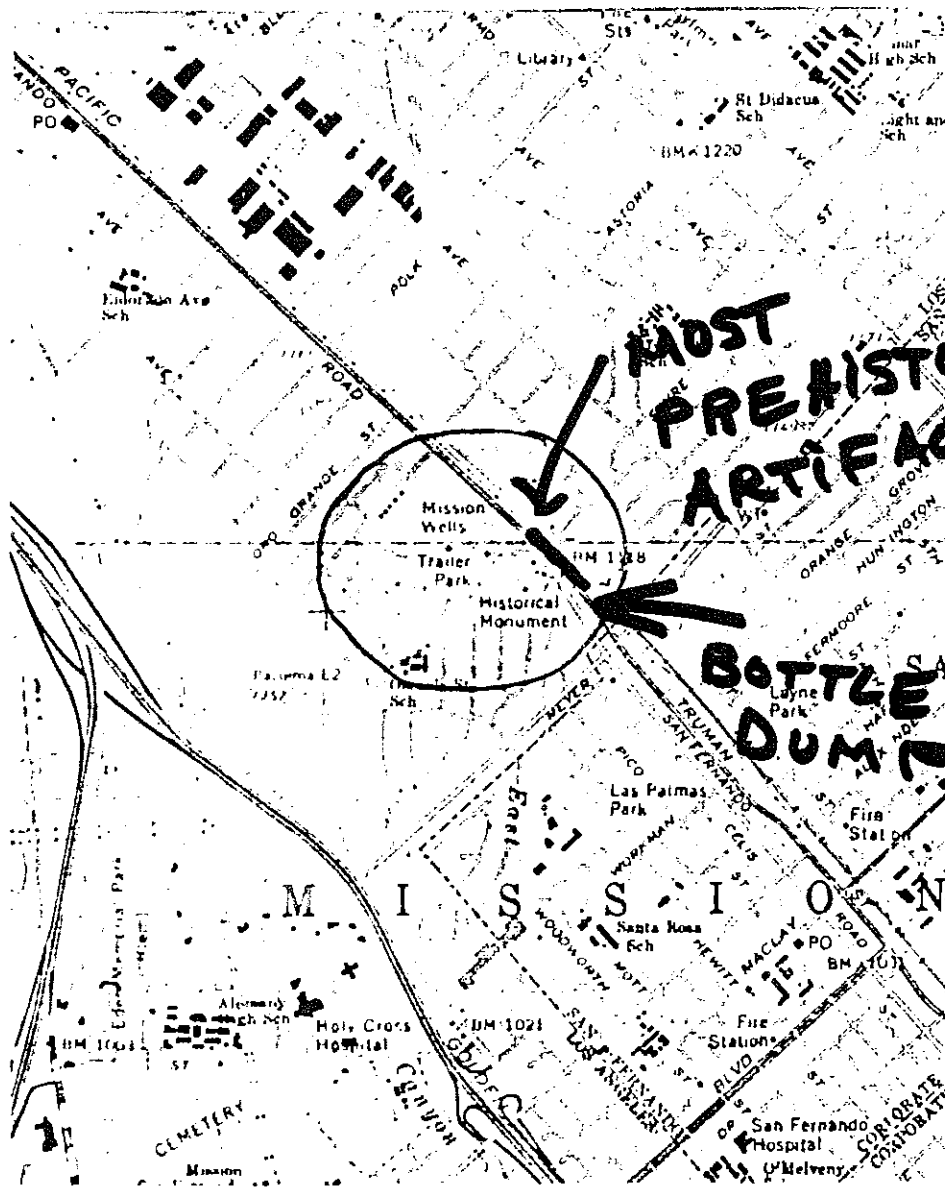
Indian Life at The Old Missions. University of Nebraska Press: Lincoln and London. Page 77 mentions the San Fernando Mission Wells and Mission San Fernando aquaduct system.

SKETCH MAP





LOCATION MAP



TO CA-LAN-2681  
ADD Historic Bottle Dump  
to become CA-LAN-2681/H

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

Primary # 19-002681  
HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Page 1 of 3

\*Resource Identifier(Assigned by recorder): PPSI RESOURCE 35

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County Los Angeles County  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad San Fernando Date 1966 (1988) T 2N; R 15W; 1/4 of 1/4 of 1/4 of Sec. \_\_\_\_; SB B.M.

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 366 482 mE/ 3 795 575 mN NAD 83  
Zone 11, 366 493 mE/ 3 795 564 mN NAD 83

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate): Cultural materials were found between Station 4070+58 and 4074+50, immediately southwest of the Metrolink Railroad ROW at the intersection of Truman and San Fernando.

\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): A diffuse scatter of historic and prehistoric artifacts were found between Stations 4070+58 and 4074+50. A concentration of historic artifacts (including approx. 100 pieces of historic glass) was recorded at Station 4074+50. Remnants of two brick features of unknown function were discovered near Station 4070. Thirteen prehistoric, or possibly prehistoric, artifacts were found between Station 4071+00 and 4074+55.

\*P3b. Resources Attributes: (list attributes and codes) AH2. Foundations, AH4. Trash Scatters, AP15. Habitation Debris

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

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

\*P5b. Description of Photo: (View, date, accession #)

\*P6. Date Constructed/Age and Source:  
 Prehistoric  Historic  Both

\*P7. Owner and Address:

\*P8. Recorded by (Name, affiliation, and address):

Albert Knight  
Lanny Reed Consultants, Inc.  
516 Spring Court Canyon  
Fort Collins, CO. 80525

\*P9. Date Recorded: \_\_\_\_\_

\*P10. Type of Survey: Describe:

monitoring of construction of the Pacific Pipeline

\*P11. Report Citation (Cite survey report and other sources, or enter "none."): Archaeological Monitoring Along the Pacific Pipeline (SAIC 2001).

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Resource Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

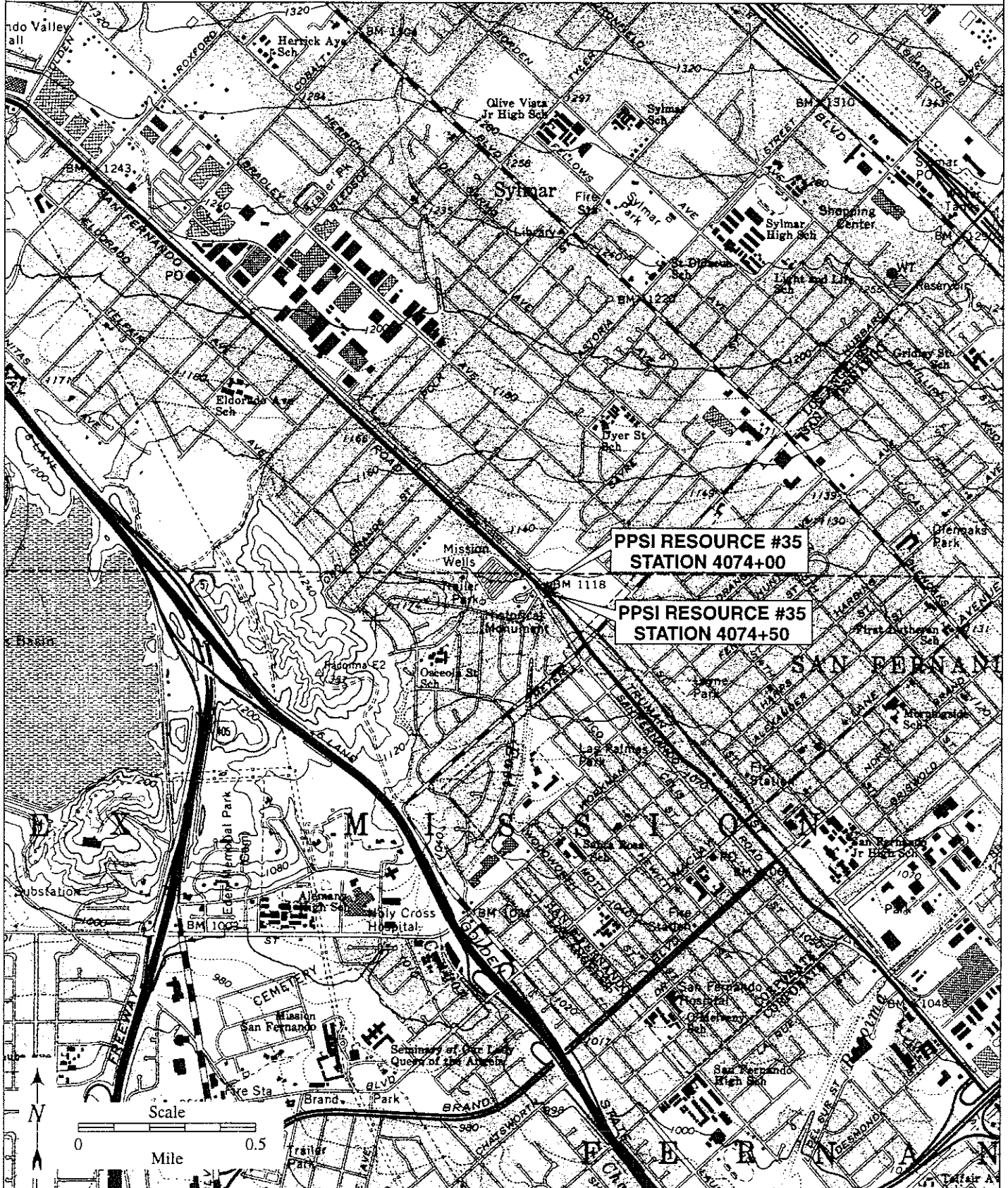
# ARCHAEOLOGICAL SITE RECORD

Page 2 of 3

\*Resource Name or # (Assigned by recorder): PPSI RESOURCE 35

- \*A1. Dimensions: a. Length 60 meters (northwest-southeast) × b. Width 2 meters (southwest-northeast)  
Method of Measurement:  Paced  Taped  Visual estimate  Other: \_\_\_\_\_  
Method of Determination (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain): \_\_\_\_\_  
Reliability of Determination:  High  Medium  Low Explain: \_\_\_\_\_  
Limitations (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain): much of the area has been impacted by alluvial flow in the East Channel drainage and by historical development at Mission Wells and along the axis of historic U.S. Highway 99
- A2. Depth: \_\_\_\_\_  None  Unknown Method of Determination: overall depth of the deposit was not determined
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- \*A4. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.): Remnants of two brick features of unknown function were discovered near Station 4070. These include the remains of a brick and mortar foundation, containing approx. 250 whole and fragmented bricks at Station 4070+80, and a lens containing granitic rock, a brick feature, and burned ashy soil at Station 4070+58. The second feature continued for at least 100 feet.
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Thirteen prehistoric, or possibly prehistoric, artifacts were found in trenching back-dirt between Station 4071+00 and 4074+55. These items are described as a semi-portable rock work station (possible anvil), possible groundstone, small hammer or pecking stone, bifacial mano, scraper, secondary flake, a modified cobble, chopper, and a metate fragment.
- \*A6. Were Specimens Collected?  No  Yes (If yes, attach Artifact Record or catalog and identify where curated.)
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- A14. Remarks: Because of the disturbed nature of the site context, and the lack of other physical evidence of an ethnohistoric village deposit, this impacted area would likely be considered ineligible for listing in the National Register. Additional evaluations would be required to determine the exact boundaries and content of Resource 35 and its possible relationship to ethnohistoric resources.
- A15. References (Documents, informants, maps, and other references): \_\_\_\_\_
- A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.): \_\_\_\_\_  
Original Media/Negatives Kept at: \_\_\_\_\_
- \*A17. Form Prepared by: \_\_\_\_\_ Date: February 13, 2001  
Affiliation and Address: Science Applications International Corporation  
816 State Street, Suite 500; Santa Barbara, CA 93101

**LOCATION MAP**



## Notes on "Sylmar Site" - November, 1998 - by Albert Knight

- P2a The area described is in Los Angeles County.
- P2b USGS San Fernando, California, 1:24,000 Quadrangle-Photorevised 1972; T 2N; R 15W. The area where the site is located is not sectioned, but is part of the Ex Mission San Fernando Land Grant; San Bernardino Base Meridian.
- P2c The exact address is unknown. The owner's address is:  
METROLINK  
700 South Flower Street - 26th Floor  
Los Angeles, California 90017.
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- P3b Resource Attributes (attributes and codes):  
AH16 15-20 small pieces of historic glass.  
AP16 13 prehistoric artifacts, or possible prehistoric artifacts, including unworked manuports). The prehistoric artifacts are undoubtedly associated in some way with the old village area centered on the (San Fernando) Mission Wells. The only previously recorded portion of this village area is CA-LAN-409. Los Angeles Historical-Cultural Monument No. 50 is the extant surface manifestation of the early historic use of the springs/wells. The most famous resident of the well area was Rogerio Rocha. See Reference, below.
- P8 Recorded By: Albert Knight, for  
Pacific Pipeline Systems, Inc., and  
Lanny W. Reed Consultants, Inc.  
516 Spring Canyon Court  
Fort Collins, Colorado 80525

P9 November 1998

P10 The prehistoric and historic artifacts described here were discovered during and/or following trenching, and later, during back-filling activities.

DPR 523C- ARCHAEOLOGICAL SITE RECORD PAGE

A1 The dimension of the area described here is +50m NW-SE x ca. 2m SW-NE. This represents only the relatively small area which was accessible to PPSI project personal, and which is located between the METROLINK RR ROW and San Fernando Road/Truman Street. Prehistoric and historic use areas certainly exist and/or existed outside of this very restricted area.

A2 Depth. Unknown. Much of this area is very disturbed, and none of the items described here were found *in situ*. Prehistoric artifacts were observed ON (not IN) back-dirt piles only. It appears that at least minor intact (?) archaeological deposits are present, possibly at a depth of 4 or more feet, in this area.

A3 No human remains were observed in the area described here. Only 4 pieces of relatively large (as compared to human) bone was observed. All 4 pieces of bone appeared to be bovine (or other large mammal, such as a horse). None of the pieces was burnt, and only one showed butchering marks. All pieces were stained a light to medium brown, from long exposure to the local soils.

A5 Cultural Constitutents:

HISTORIC ARTIFACTS (concentrated between station #s 4071+75 to 4074):

#1- Some two dozen pieces of historic glass were recovered from the post-trenching back-dirt. This beginning immediately SE of the area where the prehistoric materials were recovered. Very little of this glass appears to be recent in origin, and at least some pieces appear to be 50 to +75 years old. A representative selection of the older looking pieces were collected from the back dirt pile as a non-random sample. NOTE that there was some recent to very recent glass, and other trash, in this same area, but that all of the obviously recent material was superficial, and was NOT present in the soil deeper than ca. 20cm.

- #2- 5 small (to 5") unbroken clear glass "medicine bottles" were observed. These include cork stopper, pop-off top, and screw on/off top types. 3 of these small unbroken bottles were collected as specimens. These from ca. station 4073+83 (i. e. at or adjacent to the East Channel drainage).
- #3- 200-300 whole and broken, mostly red bricks were observed, especially at and around station #4070+80, where what little that remains of a small brick and mortar foundation could be seen in both trench side-walls. Many of the intact and some of the displaced bricks are still at least partially cemented together. Only one loose brick had a partially visible makers mark (too covered in concrete to read). Only a few of these bricks looked particularly old- although they all undoubtedly do exceed 50-75 years in age. Almost all of the bricks were a standard "red brick" color, but a few were much lighter in color. There is a considerable amount of non-local rounded granitic rock and burnt ashy soil within the remains of this structure (as seen in the trench walls). This rock/dark ash/debris field continues to the SE for at least 100 feet.
- #4- A recent, but no longer used, double walled rebar reinforced concrete drainage channel (@ ca. station 4074+00), which has been filled in with dirt, and some rock(s). This is one of the recent drainages of East Channel. The old gravel bedded creek bottom could be seen in the PPSI trench side wall, especially on the east side of the concrete channel. The new Metrolink station (and associated etc.) probably required the installiation of an even newer drainage system.

#### PREHISTORIC ARTIFACTS:

- #1- A semi-portable rock work station. This rock is 42 x 19 x 16cm, and is shaped generally like the upper part of an anvil. The top face is semi-smooth and is very grezzy, but the sides and bottom are not (grezzy). The rock is quite heavy, even for its size. One side edge looks as if it may have been intentionally trimmed/shaped. From PPSI ca. station #4071+00.
- #2- 1 pc. of possible groundstone, whole. The piece is 11.5 x 7.5 x 6cm. The material is mostly dark brown, but also includes perhaps 10% white quartz. It is a metamorphic rock, probably a granitic. This rock fits into the hand (with a power grip) quite well. Two edges appear to have been ground. Recovered PPSI ca. station #4074+00. This rock may have been pushed to the southeast somewhat during clearing and/or trenching.

- #3- A small hammer or pecking stone. The stone is a little less than 6cm (proximal to distal ends) x a little more than 6cm wide x +4cm in thickness. The material appear to be a mixture of a gray granitic rock and white quartz. From PPSI station #4070+55.
- #4- A 10.5 x 7.5 x 4.5cm bifacial mano. From PPSI ca. station # 4071+58.  
(artifacts #5, #6, and #7 were all found at PPSI ca. station # 4070+00).
- #5 A scrapper made of black quartzite.
- #6 A secondary flake, derived from the cobble that became artifact #5.
- #7 A flake, derived from the cobble that became artifact #5.
- #8 A cobble/manuport. The material appears to be quartzite. This rock has 2 ADJACENT "nicks" on one edge, as if someone had tried to split it in half, but gave up (at least for awhile) after a couple of whacks. From PPSI station # 4070+00. Possibly an artifact, certainly a manuport.
- #9 A cobble/manuport. The material is a gray quartzite- of a material commonly found in sites in the northwest San Fernando Valley. This piece is very close in size and composition, as compared to the source rock which was used for the manufacture of artifact #5. Possibly an artifact. From PPSI ca. station #4071+00.
- #10 A cobble which has been modified into a hammer/pestle. The piece is an elongate triangular cobble 14cm long x 7 x 6.5 x 6cm, and is very battered on one end. The material appears to be quartzite. From PPSI station #4070+50.
- #11 A simple chopper, 14cm long x 12cm wide x 7cm at the thickest point. The material is quartzite. The proximal end fits into the hand quite well. From PPSI station #4070+50.
- #12 A metate fragment ca. 25 x 15 x 5cm was observed at PPSI ca. station # 4071+00. This item was not collected.
- #13 An unmodified reddish non-local quartzite cobble was observed at PPSI ca. station #4071+00. Size 12 x 7 x 6cm. Another manuport which probably would have eventually been modified into a scrapper. This item was not collected.



- A6 Of historic specimens only a small selection of broken pieces of glass, and three small bottles were collected. 11 of the 13 prehistoric (and possible prehistoric) artifacts were collected.
- A7 Site Condition: Unknown. Much of this area has obviously been disturbed by: 1) alluvial flow in the East Channel drainage, and: 2) by historical development, at first in the area of the Mission Wells, and later along the axis of historic U. S. Highway 99- locally San Fernando Road. Although much of the area is disturbed, it is possible that localized buried/intact deposits may still exist close-by the areas impacted by historic activity. If intact deposits do still exist, they are probably present at a depth of more than four feet.
- A8 Nearest water: The area described here straddles the East Channel drainage at the point where it turns (from flowing) southeast, to flowing generally south. This drainage was historically the main source of water for the "Mission Wells", which supplied Mission San Fernando (etc.) with water (see References).
- A9 Elevation: Approximately 1120 feet.
- A10 Enviromental Setting: The area described here is immediately south and west of the place where East Channel turns from southeast to south. A site, or a portion of a site, probably sat on a small knoll, adjacent to the bend in East Channel. A moist vale, with a stand of trees at and around the springs (probably with Oaks, Sycamores, and/or Fremont Cottomwood) may have existed at and around the springs, and along East Channel. There was probably also an elderberry and mixed shrub understory. At times and in localized places, especially at and down hill from the springs, there would have been enough water for tules, sedges. and etc. The soil is very sandy in this area, and can be described as very fine. Much of it is undoubtedly aeolian in origin. This is to be expected, since the site vicinity is south of the East Channel drainage, and the prevailing winds blow from the north. Except for in the area of the brick/rock/ashy soil debris field found SE from ca. station 4070+58, only a few rocks- all of these grapefruit sized or smaller- were observed in this area. Almost all of the small rocks observed were an almost glossy grayish-silver granitic rock type. Even the more angular rocks have smoothed edges. These native rocks were probably semi-polished, by the alluvial action of being tumbled gradually down the East Channel drainage, in/through the fine sand. These local granitic rocks are quite distinct, as compared to the imported quartzites, that most of the artifacts (i. e. #s 2, 3, 5, 6, 7, 8, 9, 10, 12) are made from.

19-002681

A12 The area described here has evidence of prehistoric and historic activities.

A15 References:

Engelhardt, Fr. Zephyrin, O. F. M.

1927 San Fernando Rey: The Mission of the Valley. Franciscan Herald Press, Chicago. See page 21. East Channel was (is) the main source of water for the Mission Wells, which once supplied Mission San Fernando with water.

Heizer, Robert F., editor

1976 A Collection of Ethnographic Articles on the California Indians. See Pp. 63-68: "Rogerio's Theological School", by H. N. Rust (1904). Rogerio was a well known Fernandeno Indian resident of the Mission Wells area.

King, Tom

1970 Archaeological Site Survey Record for CA-LAN-409.

McCawley, William

1996 The First Angelinos - The Gabrielino Indians of Los Angeles. A Malki Museum Press/ Ballena Press Cooperative Publication. Page 39 briefly mentions the San Fernando Mission Wells and the Mission San Fernando aquaduct system.

Sutton, Mark Q.

1989 Archaeological Site Record for CA-LAN-409.

United States, Geological Survey

1972 San Fernando, California 7.5 Quadrangle Map. The general site area is located along the line which divides T2N from T3N, just to the left of the words "Mission Wells", and "Historical Monument," and just NW of and SE of the point "BM 1118."

Walker, Edwin Francis

1952 Five Prehistoric Archaeological Sites in Los Angeles County, California. See "A Metate Site at San Fernando", pp 15-26, in Publications of the Frederick Webb Hodge Anniversary Publication Fund, Volume VI. Los Angeles, California, Southwest Museum, Administrator of the Fund. George Rice & Sons, Los Angeles. Describes the excavations at LAN-409.

Webb, Edith Buckland

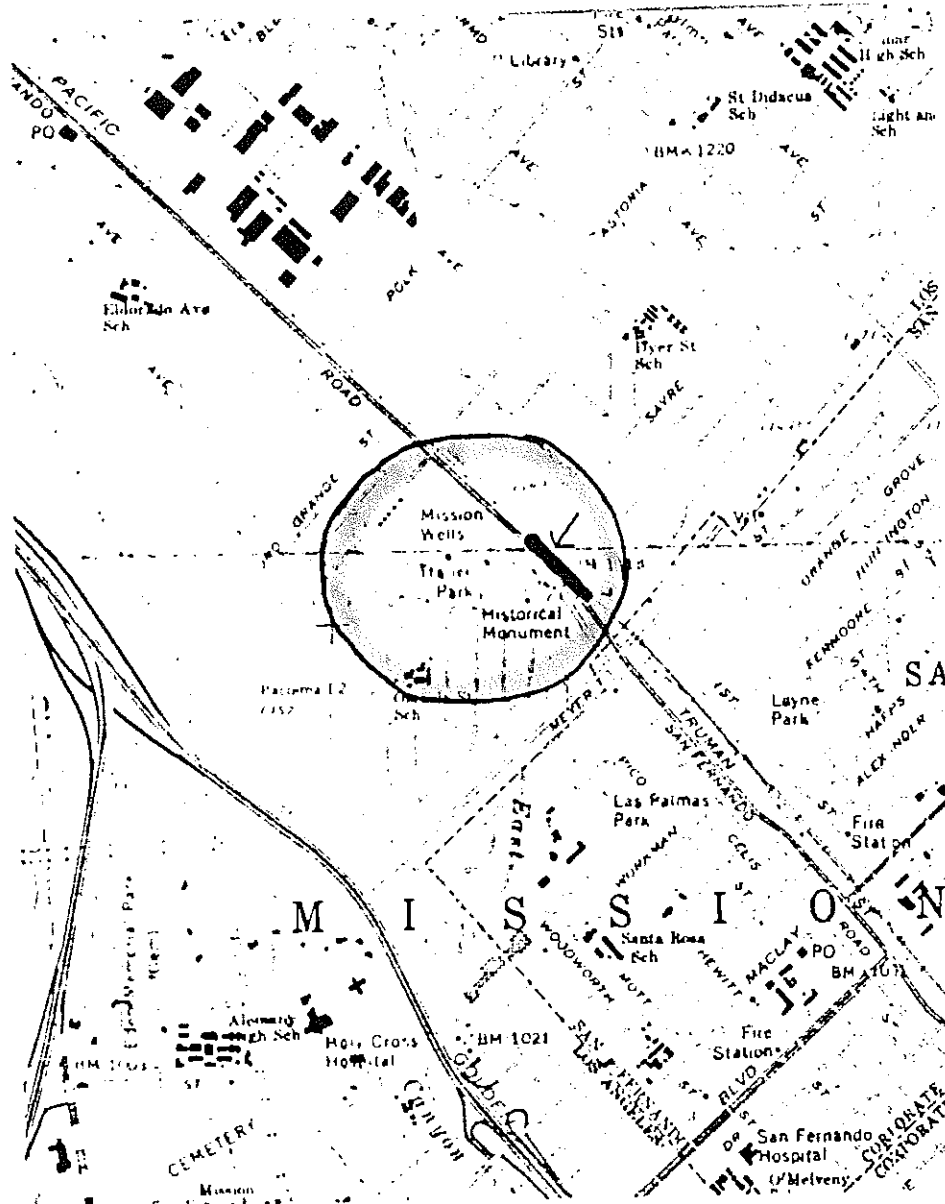
1952

Indian Life at The Old Missions. University of Nebraska Press:  
Lincoln and London. Page 77 mentions the San Fernando  
Mission Wells and Mission San Fernando aquaduct system.



LOCATION MAP

LINEAR AREA  $\nabla$  =  
LITHICS & HISTORIC GLASS FOUND  
DURING PPSI PROJECT



YELLOW [CIRCLE] =  
ACTIVITY AREA AROUND MISSION WELLS &  
PREHISTORIC AND MISSION PERIOD TO  
MID 1850S

19-002681

Albert Knight  
11236 Sheldon Street  
Sun Valley CA 91352-1116  
818-252-3466

Attn: Margaret Lopez  
California State University Fullerton

3 October 2001

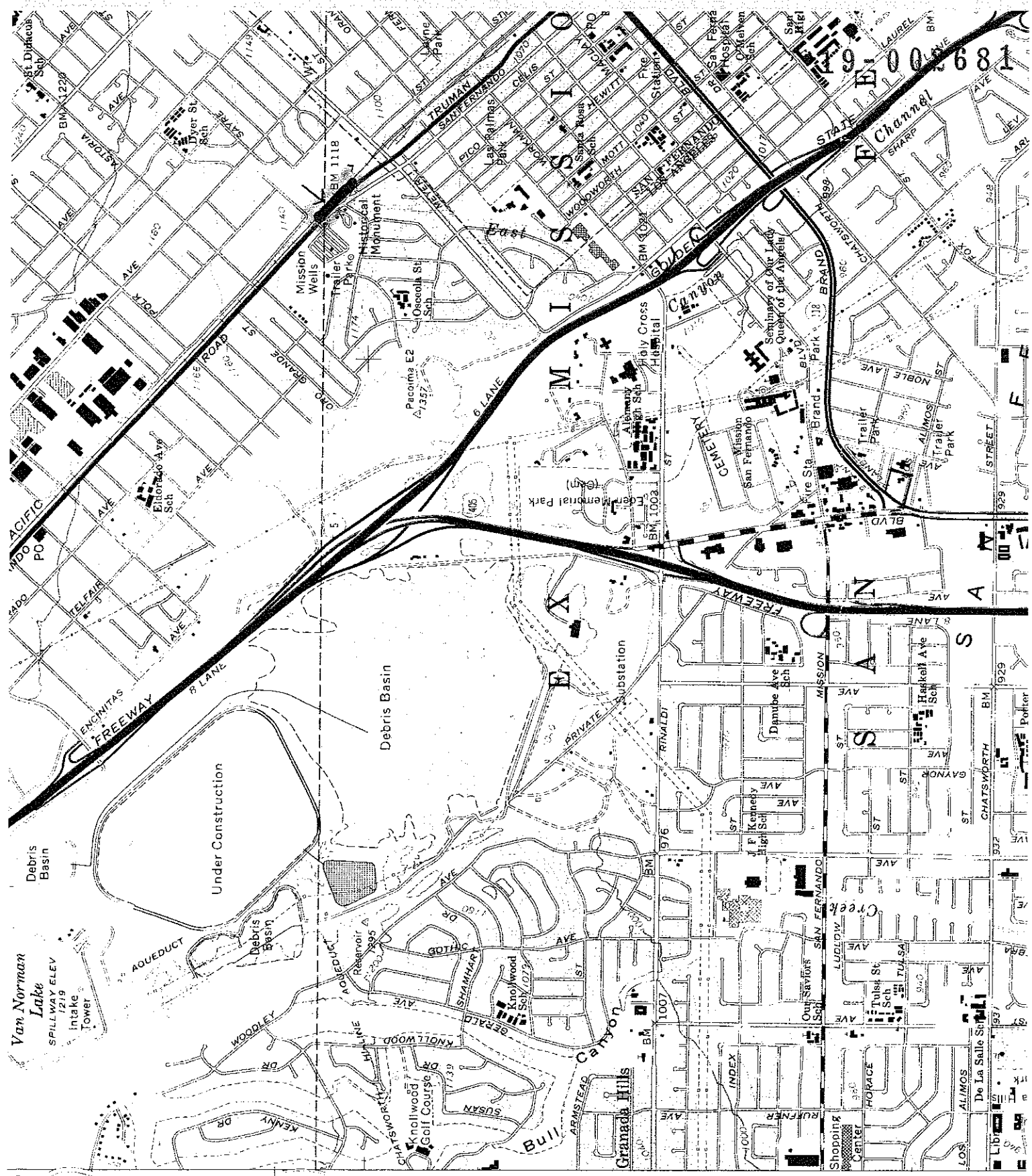
Dear Margaret:

I worked as a monitor on the Pacific Pipeline project a couple of years ago. On the enclosed map you will see an area near the old San Fernando Mission Wells that I have highlighted. I located at least 12 artifacts (mostly completed and unfinished choppers) in the area NORTH of San Fernando Road. Even though a considerable amount of time has passed, I am told that the final report for the project is still incomplete. I would like to make sure that the site area is known to other researchers. If not already recorded, will you please note the presence of the site on/in your records? If anyone wants to contact me about more details, please feel free to put them in contact with me.

Thanks!

A handwritten signature in cursive script that reads "ae Knight".

Albert Knight



area highlighted is in  
 SW 1/4 of San Fernando

19-002681

3797 3796 T. 3 N. T. 2 N. 3795 3794 3793 4 210 000 FEET



State of California - The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
 ARCHEOLOGICAL SITE SURVEY RECORD  
 University of California, Los Angeles Regional Office  
 SITE NO. CA-LAn-000-1124 (H)

19 - 001124

County Los Angeles

1. Previous Site Designation \_\_\_\_\_ 2. Temporary Field No. C..HOW. SAN.FER. 1
3. USGS Quad San Fernando 7 1/2' X 15' Year: 1966 PR 1972
4. UTM Coordinates 3794350--3794475mN ; 367350-367500mE ✓
5. Twp. 2N Range 15W ; -- 1/4 of -- 1/4 of Sec. 3
6. Location Within the city of San Fernando, and bounded by San Fernando Mission Blvd. on the N.W.- Maclay Ave. on the S.E. Southern Pacific railroad tracks on the N.E.- and Truman St. on S.W.
7. Contour 1070 feet 8. Owner & Address Southern Pacific Transportation Co.: 610 S Main Los Angeles
9. Prehistoric \_\_\_\_\_ Ethnographic \_\_\_\_\_ Historic X 10. Site Description \_\_\_\_\_  
This is the site of the Southern Pacific enginehouse, turntable, and San Fernando station, built ca. 1874, the site is a barren. (cont)
11. Area 200 x 60 meters, 12,000 square meters. 12. Depth of Midden unknown
13. Site Vegetation Two pepper trees Surrounding Vegetation none
14. Location & Proximity of Water Mission wells (artesian) one mile N.W.
15. Site Soil \_\_\_\_\_ \* Surrounding Soil Sand & Loam
16. Previous Excavation None
17. Site Disturbance Site has been leveled of original buildings.
18. Destruction Possibility Shopping center to be built within year.
19. Features \_\_\_\_\_ \*
20. Burials None
21. Artifacts High quality fired bricks (4 1/2" X 2 5/8" X 8"), (3 3/4" X 2 1/2" X 5") 1" Bolts, ngs, and other small parts..
22. Faunal Remains None observed
23. Comments Very little historical information has been found on the station and featur, so that the archeological data should add (cont
24. Accession No. -- 25. Sketch Map X by C.H. where Attached
26. Date Recorded 15 May 82 27. Recorded By Craig Howell, 10557 Danube ave. Granada Hills Cal..
28. Photo Roll No. 1 Frame No. 1-10 Film Type(s) Color Taken By Craig W. Howell

9. vacant lot with foundation features visible on the surface..
15. Sandy loam with lots of gravel, slag, and other rocky debris on the surface.
17. Also, there used to be a gas/filling station on the S.E. portion of the lot, about where the station is suspected to have stood..The installation of subsurface tanks and subsequent razing of the station may have destroyed any foundations..
19. The only features extant are visible remnants of the foundations of the engine house and turntable pit ring. There are undoubtedly extensive subsurface foundations features associated with these two structures..

Features A and B appear to be associated with the engine house.. Feature A consists of two parallel, linear foundations. One is cement ( 13" wide X ) while the other is a double course of mortared fire brick ( wide X long). Feature B is also a foundation feature consisting of a single brick coursing and cement ( wide X long).

Both features are partly exposed on the surface, but undoubtedly extend subsurface N.E. to the pepper trees.

Feature C consists of a large (73'6" O.D.) circular cement foundation which served as the support for the circular rail of the turntable. there is a double pattern of one inch bolts set in the cement at regular intervals ( feet).

We can expect a substantial center post to exist subsurface in the center of this feature.

23. significantly to our understanding of the history and use of this rail-way facility.

SITE STATUS:

19 - 001124

Site No. LAN-1124

% Destroyed unknown How \_\_\_\_\_ Test Excavated None \_\_\_\_\_, if known: C. HOW. - SanFER.

National Register Status: Listed \_\_\_\_\_ Potential \_\_\_\_\_ No Determination \_\_\_\_\_ Nominated \_\_\_\_\_ Ineligible \_\_\_\_\_

State Historical Landmark (No.) \_\_\_\_\_ Point of Historical Interest \_\_\_\_\_

SPECIAL ATTRIBUTES (Place an X in only those spaces which pertain to the site)

Midden/Habitation Debris \_\_\_\_\_, Lithic and/or Ceramic Scatter \_\_\_\_\_

Bedrock Mortars/Milling Surfaces \_\_\_\_\_, Petroglyphs/Pictographs \_\_\_\_\_, Stone Features X

Burials \_\_\_\_\_, Caches \_\_\_\_\_, Hearths/Roasting Pits \_\_\_\_\_, Housepits \_\_\_\_\_, Structure Remains X

Underwater \_\_\_\_\_, Open Air \_\_\_\_\_, Rockshelter \_\_\_\_\_, Cave \_\_\_\_\_, Quarry \_\_\_\_\_, Trails \_\_\_\_\_

REMARKS This is the first recording of its type as I understand, and I hope it will start more work by others in railway history..

Published References \_\_\_\_\_

SKETCH LOCATION MAP (Include permanent reference markers, North Arrow, and Scale)  
(sketch details from U.S.G.S. map or provide copy of topo)

SKETCH SITE MAP (Same criteria as above)

# C. HOW-SAN FER. #1

#1 ~ 67'-8"

#2 ~ 100'

#3 ~ 93'-4"

#4 ~ 57'-3"

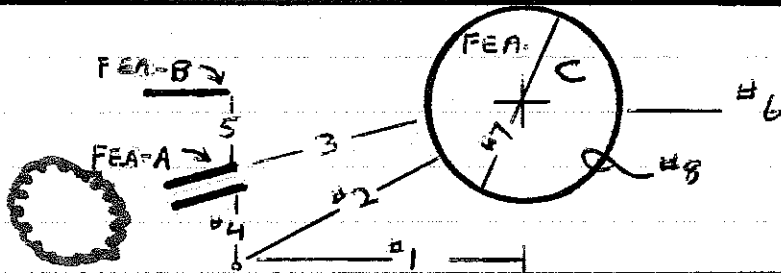
#5 ~ 8'-2"

#6 ~ 300' Appx.

#7 ~ 73'-6" O.D.

#8 ~ 17"

Site of station

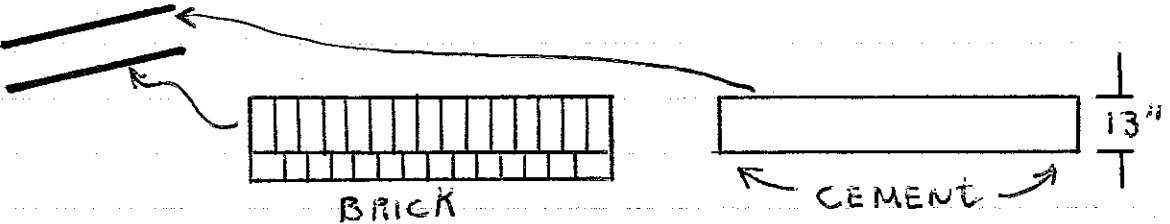


TRUMAN

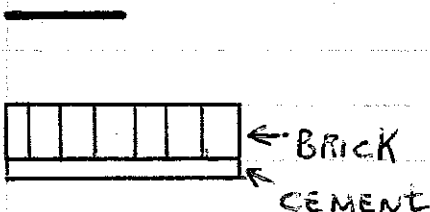
MISSION

MACLAY

FEATURE ~ A



FEATURE ~ B





# SAN FERNANDO

1907

Scale in Miles  
0 1/4 1/2

C.H.W. SANFER. 1

SWAL

ARCA

MACUSL

MCLAY

MCLEOD

S. D. R. R.

E A  
WB

WB

RA

Station

ENGINE HOUSE

RA

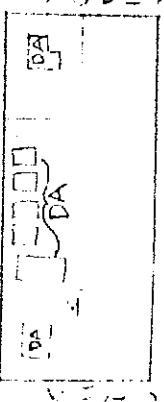
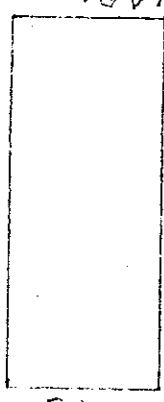
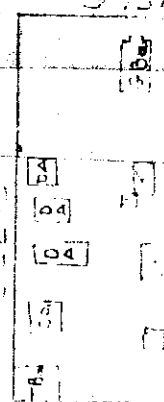
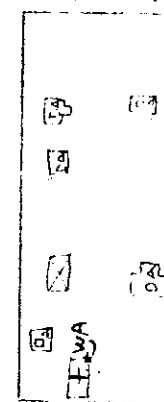
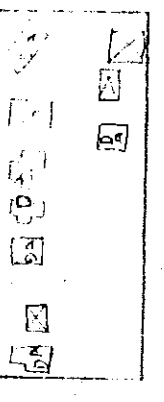
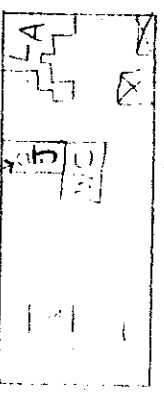
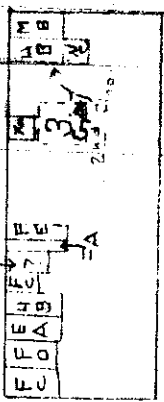
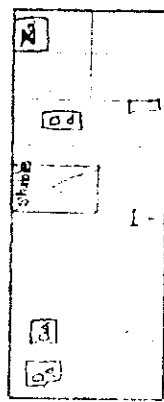
RA

RAa

RA

2 MA

J. JOHNSON



MACDONALD

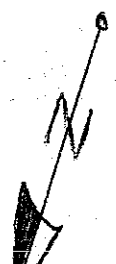
(ARL/STL)

NEUMANN

STANFORD

KALICKI

CEBONEL



Disc J  
1  
6A  
2a  
4

## ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: CA-LAN-1124H  
UPDATE

Page 1 of 3

1. County: Los Angeles
2. USGS Quad: San Fernando 7.5'
3. UTM Coordinates: Zone 11: 367350-367500 mE 3794350-3794475 mN
4. Twp. 2N Rng. 15W; SE 1/4 of NE 1/4 of SW 1/4 of Section 3 (projected)
5. Map Coordinates: mmS; mmE 6. Elevation: 1040'
7. Location: on the east side of Truman Street, just north of Maclay Ave.
8. Prehistoric: Historic: XX Protohistoric:
9. Site Description: The Southern Pacific Enginehouse, turntable, and San Fernando Station, built ca. 1874
10. Area: unknown; Method of Determination:
11. Depth: unknown
12. Features: historic structure foundations reported
13. Artifacts: unknown
14. Non-artifactual Constituents: unknown
15. Date Updated: 4-23-89
16. Recorder: MQ Sutton
17. Affiliation and Address: Cultural Resource Facility, California State University, Bakersfield
18. Human Remains: none
19. Site Integrity: unknown, may be destroyed by shopping center construction
20. Nearest Water:
21. Vegetation Community (site vicinity): original is unknown
22. Vegetation (on site): original is unknown
23. Soil: 24. Surrounding Soil:
25. Geology: 26. Landform:
27. Slope: 28. Exposure:
29. Landowner and Address:
30. Remarks:
31. References:
32. Name of Project: WIG fiber-optic line
33. Type of Investigation: survey
34. Site Accession Number: Stored at:
35. Photos: no Taken by:
36. Photo Accession #: On File at:



Permanent Trinomial: CA-LAN-1124H  
UPDATE

U.S.G.S. Map: San Fernando 7.5  
Recorder: MQ Sutton





**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**

**FINDING OF EFFECT REPORT**

June 2020

# Executive Summary

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The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) propose to construct a project called the East San Fernando Valley Transit Corridor Project (Undertaking). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and Metro is the Lead Agency under the California Environmental Quality Act (CEQA).

The East San Fernando Valley Transit Corridor (ESFVTC) Project Area of Potential Effects (APE) is located in the San Fernando Valley in the County of Los Angeles. Generally, the project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north, to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south.

The FTA and Metro considered the following six alternatives for the project in the DEIS/DEIR, including four build alternatives, a Transit Systems Management (TSM) Alternative, and a No-Build Alternative.

- Transit Systems Management (TSM) Alternative
- Build Alternative 1 – Curb-Running Bus Rapid Transit (BRT) Alternative
- Build Alternative 2 – Median-Running Bus Rapid Transit (BRT) Alternative
- Build Alternative 3 – Low-Floor Light Rail Transit (LRT/Tram) Alternative
- Build Alternative 4 – Light Rail Transit (LRT) Alternative
- No-Build Alternative

On June 28, 2018, the Metro Board approved a modified LRT Alternative (Modified Build Alternative 4) with 14 at-grade stations and maintenance storage facility (MSF) Option B as the Locally Preferred Alternative (LPA) for the project. The LPA would be similar to Alternative 4 described in the DEIS/DEIR but would not include a subway segment. Instead, the LPA would be at-grade for its entire 9.2-mile length. Similar to the LRT alternative described in the DEIS/DEIR, the LPA would include 14 stations and would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection of Pinney Street and San Fernando Road, the alignment would cross San Fernando Road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.

Factors that made the modified LRT Alternative the LPA included: greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative. The LPA also fulfilled the project's purpose and need to:

- Improve north-south mobility
- Provide more reliable operations and connections between key transit hubs/routes
- Enhance transit accessibility/connectivity to local and regional destinations
- Provide additional transit options in a largely transit-dependent area
- Encourage mode shift to transit.

The following fourteen above-ground stations are proposed at approximately 3/4-mile intervals along the proposed LRT route. MSF Option B is located between Raymer and Keswick Streets west of Van Nuys Boulevard.

1. Sylmar/San Fernando Metrolink Station
2. Maclay Station (Maclay Avenue and Antelope Valley Metrolink Railroad Corridor)
3. Paxton Station (Paxton Street and Antelope Valley Metrolink Railroad Corridor)
4. Pacoima Station (Van Nuys Boulevard and San Fernando Road)
5. Laurel Canyon Station (Laurel Canyon and Van Nuys Boulevards)
6. Arleta Station (Arleta Avenue and Van Nuys Boulevard)
7. Woodman Station (Woodman Avenue and Van Nuys Boulevard)
8. Nordhoff Station (Nordhoff Street and Van Nuys Boulevard)
9. Roscoe Station (Roscoe and Van Nuys Boulevards)
10. Keswick/Metrolink Station (Van Nuys Boulevard and Keswick Street)
11. Sherman Way Station (Van Nuys Boulevard and Sherman Way)
12. Vanowen Station (Vanowen Street and Van Nuys Boulevard)
13. Victory Station (Victory and Van Nuys Boulevards)
14. Metro Orange Line Station (Van Nuys Boulevard and Metro Orange Line)

The FTA has prepared this Finding of Effect (FOE) Report in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations outlined in 36 CFR 800 et seq. to assess whether any identified historic properties within the project's APE would be affected by the proposed undertaking. This FOE only analyzes the potential effects that would be caused by the LPA, which is the Modified Alternative 4- LRT Alternative with no subway segments and MSF Option B, as the other alternatives are no longer being considered.

#### **Delineation of the Area of Potential Effects (APE)/Methodology**

For this Undertaking, a preliminary study area was identified for research and records search purposes, which encompassed a 1/2-mile radius on either side of the proposed alignment areas. This initial study area was used to identify the locations of previously identified historic properties and to gauge the historic sensitivity of the area. However, conducting an intensive-level historical resources survey within this entire study area would have been too expansive, as the likelihood of properties 1/2 mile away from the alignment being affected by the introduction of the proposed transit project is negligible within a dense urban environment. Further, the study area included thousands of properties, most of which would likely not be historically significant. Thus, the FTA and Metro consulted with SHPO's reviewer (Kathleen Forrest) via conference call on April 14, 2013, to discuss the appropriate level of effort for the identification and evaluation of historical resources and to determine the appropriate APE. The FTA formally initiated consultation with the SHPO on April 17, 2015; the FTA re-submitted the documentation on the identification and evaluation efforts on April 28, 2015. Due to the size and linear nature of the undertaking, and due to the minimal potential for effects on historic properties, the FTA and Metro proposed a streamlined approach to evaluating potential historical resources within the approximate 10 miles of the undertaking's corridor. The Area of Potential Effects (APE) was drawn to include the roadway only, with

the exception of where new stops would be located, in which the APE would be drawn to include the four parcels immediately adjacent to each proposed LRT stop, with additional parcels along the street front to accommodate for potential visual impacts caused by elevated LRT stops within the median, as well as the proposed MSF sites, and traction power substations (TPSS) locations. Select pages from the APE that contain historic properties are located in Appendix A to this FOE.

### **Identification/Evaluation of Historic Properties (36 CFR 800.4)**

The project team conducted a reconnaissance survey of all properties within the proposed APE and consulted with SHPO's reviewer again on February 11, 2015, to streamline the evaluation process. Background research was conducted to identify historical resources previously recorded and located within the study area. The project team conducted background research within a ½-mile radius of the project area, including a record search at the South Central Coastal Information Center (SCCIC) located at California State University. The SCCIC is a branch of the California Historical Resources Information Center, which maintains the State of California's official records of previously recorded cultural resource studies and recorded archaeological sites. The SCCIC maintains the records for Los Angeles and Orange Counties. The project team conducted a record search for archaeological resources on October 6, 2011, and a record search for built environment resources on May 28, 2013 (records search #13094.9772) as well as a review of local records with the cities of Los Angeles and San Fernando. Due to the number of years that had passed since the original record search had been conducted for this project, the SHPO reviewer requested an updated record search in a letter dated April 5, 2017. Subsequently, the project team conducted an updated record search at the SCCIC on April 27, 2017. No additional historic or prehistoric resources were identified within or adjacent to the APE since the original record search was conducted.

In previous studies to identify and evaluate historic properties within the APE, the FTA identified ten historic built-environment properties within the APE that could have been affected by any of the four originally-proposed build alternatives. The properties were either previously determined eligible for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) or were determined eligible for the NRHP/CRHR as part of this Undertaking. The SHPO concurred with FTA's determination on the historic status of the ten properties listed below on April 5, 2017 (FTA\_2013\_0311\_001).

Of the ten historic built-environment properties identified within the APE (listed below), now only five properties would have the potential to be affected by the LPA (Modified LRT Alternative 4 with no subway segments and MFS Option B), as the other three build alternatives are no longer being considered. Therefore, only the five properties highlighted in bold below have been analyzed for potential effects in this FOE:

1. **14601-3 Aetna Street**
2. **130 N. Brand Boulevard**
  - a. Auditorium
  - b. Boy's Gymnasium**
  - c. Science Building
3. 1140 San Fernando Road
4. 1601 San Fernando Road

5. **6353 Van Nuys Boulevard**
6. 6551 Van Nuys Boulevard
7. 8201 Van Nuys Boulevard
8. **8324 Van Nuys Boulevard**
9. **9110 Van Nuys Boulevard**
10. San Fernando Road, Segment B (note that Bridge #53C-0302 is a contributing feature to San Fernando Road, but not individually eligible for the NRHP or CRHR)

#### **Rationale for Removing Historic Properties from Effects Consideration from Previous Report**

The Auditorium and Science Buildings located at 130 N. Brand Boulevard are more than 600 and 900 feet away from the proposed construction of the Maclay Station of the LPA; at this distance, there would be no reasonable anticipated construction or operational effects caused by the construction of this station on either of these buildings.

1140 San Fernando Road only had the potential to be affected by Build Alternative 3, which has been eliminated from further consideration with the adoption of the LPA.

1601 San Fernando Road only had the potential to be affected by Build Alternatives 1 and 2, which have been eliminated from further consideration with the adoption of the LPA.

6551 Van Nuys Boulevard only had the potential to be affected by Build Alternative 3, which has been eliminated from further consideration with the adoption of the LPA.

8201 Van Nuys Boulevard is more than 500 feet away from the proposed Roscoe Station within the LPA; at this distance, there would be no reasonable anticipated construction or operational effects caused by the construction of this station.

San Fernando Road only had the potential to be affected by Build Alternative 3, which has been eliminated from further consideration with the adoption of the LPA. Therefore, this FOE only assesses the potential effects on 14601 Aetna Street, the Boy's Gymnasium at 130 N. Brand Boulevard, 6353 Van Nuys Boulevard, 8324 Van Nuys Boulevard, 9110 Van Nuys Boulevard, Archaeological Site CA-LAN-1124 (P-19-001124), and Archaeological Site CA-LAN-2681 (P-19-002681).

#### **Assessment of Effects**

Five built-environment properties have the potential to be indirectly affected by the LPA due to the introduction of new light rail stops within their vicinity, and two archaeological resources have the potential to be directly affected by the LPA due to proposed subsurface work at two proposed light rail station stops. Therefore, the FTA has applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5 on all the identified historic properties and has determined that the proposed undertaking would not cause an adverse effect on any built-environment historic properties within the APE. On August 29, 2019, SHPO concurred with the finding of No Adverse Effect to built environment historic properties within the APE (FTA\_2013\_0311\_001). As part of the FOE, one unevaluated previously recorded archaeological site, CA-LAN-2681, was identified as an assumed NRHP-eligible historic property in the APE which would be adversely affected by the project. SHPO reviewed the site records, deposits and details of the site and determined that the deposits at site CA-LAN-2681 were disturbed, lacked integrity and did not represent a historic property under Section 106 of the NHPA and recommended a revised finding of No Adverse Effect with conditions. Based on the additional reports and analyses provided by



SHPO, site CA-LAN-2681 is not considered eligible for listing in the NRHP and therefore will not be adversely affected by the project. Therefore, no archaeological historic properties are located in the APE. However, portions of the APE are sensitive for subsurface archaeological resources, particularly those in the vicinity of Site CA-LAN-2681, which may contain buried and undisturbed cultural materials which may still be discovered during implementation of the project. A revised finding of No Adverse Effect with conditions is recommended for site CA-LAN-2681. To ensure that the project will not result in adverse effects to archaeological resources as the project moves into construction and completion, conditions are being put in place to protect potential archaeological resources located in the APE, per CFR 800.5(b), by development of a Cultural Resources Monitoring and Data Recovery Plan (CRMDRP) pursuant to CFR 800.13(a)(2). The CRMDRP is provided as an Attachment to this report.

The FTA is requesting the SHPO's concurrence on this finding.

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# Acronyms and Abbreviations

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ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
BRT	bus rapid transit
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Historical Landmark
CRHR	California Register of Historical Resources
DPR	California Department of Parks and Recreation
FTA	Federal Transit Administration
LADOT	Los Angeles Department of Transportation
LAHCM	Los Angeles Historic-Cultural Monument
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NHL	National Historic Landmark
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OHP	California Office of Historic Preservation
PHI	California Point of Historical Interest
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SR	State Route
TSM	Transportation System Management
U.S.C.	United States Code

### 1.1 Description of Undertaking

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) propose to construct a project called the East San Fernando Valley Transit Corridor Project (Undertaking). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and Metro is the Lead Agency under the California Environmental Quality Act (CEQA). As the Undertaking will be partially funded with federal funds, it is subject to review under Section 106 of the National Historic Preservation Act (NHPA).

The Undertaking's study area is located within the San Fernando Valley in the County of Los Angeles [see **Figure 1-1: Project Location and Study Area Overview Map** on the following page]. Generally, the study area extended from the City of San Fernando and the Sylmar/San Fernando Metrolink Station at the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles to the south.

Early in the project planning process, the FTA and Metro considered six alternatives for the Undertaking, including the following four build alternatives, a Transit Systems Management (TSM) Alternative, and a No-Build Alternative.

- Transit Systems Management (TSM) Alternative
- Build Alternative 1 – Curb-Running Bus Rapid Transit (BRT) Alternative
- Build Alternative 2 – Median-Running Bus Rapid Transit (BRT) Alternative
- Build Alternative 3 – Low-Floor Light Rail Transit (LRT/Tram) Alternative
- Build Alternative 4 – Light Rail Transit (LRT) Alternative
- No-Build Alternative

However, on June 28, 2018, the Metro Board approved a modified Build Alternative 4- LRT Alternative with 14 at-grade stations (as opposed to the original subway sections and underground stations) and maintenance storage facility (MSF) Option B as the Locally Preferred Alternative (LPA) for the Undertaking. The LPA fulfills the project's purpose and need to:

- Improve north-south mobility
- Provide more reliable operations and connections between key transit hubs/routes
- Enhance transit accessibility/connectivity to local and regional destinations
- Provide additional transit options in a largely transit-dependent area
- Encourage mode shift to transit.

The Metro Board selected the modified Build Alternative 4- LRT Alternative as the LPA because 1) there was strong community support for a rail alternative; 2) an LRT alternative would provide greater capacity of ridership when compared to the BRT alternatives; 3) the LPA could be constructed in less time and at a lower cost than the originally-proposed Alternative 4 that included subway sections; and 4) the





modified LRT Alternative would result in fewer construction impacts than the originally-proposed Alternative 4. Therefore, only the effects caused by the LPA have been analyzed in this FOE, as all other alternatives are no longer being considered as part of this Undertaking.

## Locally Preferred Alternative (LPA)

As mentioned above, Alternative 4: LRT (modified) has been identified as the LPA by Metro. The LPA would be similar to Alternative 4 described in the Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR) but would not include a subway segment. Instead, the LPA would be at-grade for its entire 9.2-mile length. Similar to the LRT alternative described in the DEIS/DEIR, the LPA would include 14 at-grade stations and would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection of Pinney Street and San Fernando Road, the alignment would cross San Fernando road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.

### Vehicles

LRT vehicles would be similar to those currently used throughout the existing Metro LRT system, as shown in **Figure 1-2: Example of Metro LRT Vehicle** below. Metro's LRT System is designed to accommodate trains of up to three 90-foot rail cars, for a total train length of 270 feet. Although LRT vehicles can operate at speeds of up to 65 mph in an exclusive guideway, operating at-grade along Van Nuys Boulevard, they would not exceed the posted speed limit, which is 35 mph. The LPA assumes a maximum speed of 50 mph when traveling within the Metro rail right-of-way adjacent to San Fernando Road. LRT vehicles could carry approximately 230 seated passengers and more than 400 passengers with standing passengers on a three-car train. The LRT train sets would be configured with a driver's cab at either end, similar to other Metro light rail trains, allowing them to run in either direction without the need to turn around at the termini.

**Figure 1-2: Example of Metro LRT Vehicle**



Source: Metro Transportation Library and Archives, 2015.

## Alignment

The LPA would be controlled by standard traffic signals.

The LPA alignment would have two tracks and would be fully separated from automobile traffic, except at grade crossings. The LPA would operate along the following route [see **Figure 1-3 LPA Alternative 4 LRT (Modified)** on the following page]:

- From the Van Nuys Metro Orange Line Station, the LPA would extend north for a distance of approximately 6.7 miles in the median of Van Nuys Boulevard. At the intersection of Pinney Street and San Fernando Road, the alignment would cross San Fernando Road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road, where the Antelope Valley Metrolink line currently operates. The alignment would continue northwest for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.

## Supporting Facilities

The LRT Alternative would require a number of elements to support vehicle operations, including Light Rail Stations, a Maintenance and Storage Facility (MSF), an Overhead Contact System (OCS), Traction Power Sub Stations (TPSS), and communications and signaling buildings.

### Light Rail Stations

Stations would be constructed at approximately 3/4-mile intervals along the entire route. There would be 14 stations:

1. Sylmar/San Fernando Metrolink Station
2. Maclay Station (Maclay Avenue and Antelope Valley Metrolink Railroad Corridor)
3. Paxton Station (Paxton Street and Antelope Valley Metrolink Railroad Corridor)
4. Pacoima Station (Van Nuys Boulevard and San Fernando Road)
5. Laurel Canyon Station (Laurel Canyon and Van Nuys Boulevards)
6. Arleta Station (Arleta Avenue and Van Nuys Boulevard)
7. Woodman Station (Woodman Avenue and Van Nuys Boulevard)
8. Nordhoff Station (Nordhoff Street and Van Nuys Boulevard)
9. Roscoe Station (Roscoe and Van Nuys Boulevards)
10. Keswick/Metrolink Station (Van Nuys Boulevard and Keswick Street)
11. Sherman Way Station (Van Nuys Boulevard and Sherman Way)
12. Vanowen Station (Vanowen Street and Van Nuys Boulevard)
13. Victory Station (Victory and Van Nuys Boulevards)
14. Metro Orange Line Station (Van Nuys Boulevard and Metro Orange Line)

The fourteen stations listed above are illustrated in **Figure 1-3** on the following page. All local curbside bus stops along Van Nuys Boulevard north of the Metro Orange Line would remain in their current locations. The existing bus stops along San Fernando Road and Truman Street would also remain in their current locations.

Figure 1-3: LPA - Alternative 4: LRT (Modified)



Source: KOA and ICF International, 2018.

The proposed stations would have designs consistent with existing Metro Rail Design Criteria, including directive and standard drawings. Stations, as shown in **Figure 1-4: Typical At-Grade LRT Station** and **Figure 1-5: Illustrative Section and Elevation of Streetscape and Platform for LPA**, would be ADA-compliant and would comply with the requirements pertaining to rail platforms, rail station signs, public address systems, clocks, escalators, and track crossings as described in Sections 8.10.5, 8.10.6, 8.10.7, 8.10.8, 8.10.9, and 8.10.10 of the 2010 ADA standards.

Common station elements would include signage, maps, fixtures, furnishings, lighting, and communications equipment. All stations are proposed to have center or side platforms, allowing passengers to access trains traveling in either direction. Typically, at-grade station platforms would be 270 feet long (to accommodate three-car trains), 39 inches high (to allow level boarding and full accessibility, in compliance with the ADA), and 13.5 feet wide for side platforms to 16 feet wide for center platform stations.

Canopies at the LRT stations would be approximately 13 feet high and would incorporate station lighting to enhance safety. LRT station platforms may include one or two entry ways; for stations with only one public access point, an emergency exit and stairs would provide an exit. LRT stations would include bench seating and contain ticket vending machines, video message signs, route maps, and fare gates, as well as the name and location of the LRT station.

Stations would also include bicycle parking and bike lockers at or near stations, as required by Metro's Design Criteria. In addition, signage and safety and security equipment, such as closed-circuit televisions, public announcement systems, passenger assistance telephones, and variable message signs (providing real-time information), would be part of the amenities.

**Figure 1-4: Typical At-Grade LRT Station**



Source: KOA, 2019.





**Figure 1-5: Illustrative Section and Elevation of Streetscape and Platform for LPA**



Source: KOA and John Kaliski Architects, 2014.

### Maintenance and Storage Facility (MSF)

The LPA would include construction of a new Maintenance and Storage Facility (MSF), which would provide secure storage of the LRT vehicles when they are not in operation as well as regular light maintenance to keep them clean and in good operating condition. The MSF would consist of an enclosed building and a yard where routine inspections, maintenance work, and light repairs would be performed. The facility would have sufficient storage capacity as well as paved maintenance aisles, a pit track, overhead crane, paved truck access, staff offices, parts storage areas, and a machine shop. An employee parking area may also be provided. The MSF site would be approximately 25 to 30 acres in size. Train Operators and transportation staff would be based out of MSF facilities. A typical MSF is illustrated below.

Figure 1-6: Typical MSF Site

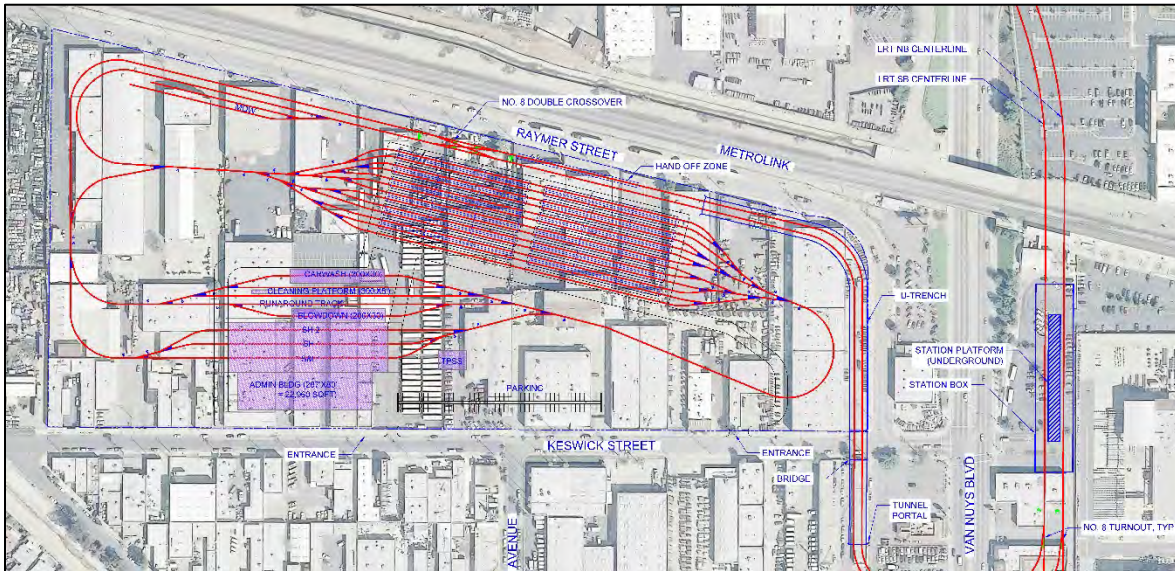


Source: Metro, 2015.



Metro and the FTA considered three sites for the MSF during the project development process and the DEIR/DEIS; however, Metro adopted MSF Option B as the locally-preferred site with the adoption of the LPA. MSF Option B is illustrated in **Figure 1-7: Location of Proposed MSF Site B**, below.

**Figure 1-7: Location of Proposed MSF Site B**



Source: KOA, 2014.

**Overhead Contact System (OCS)**

An OCS is a network of overhead wires that distributes electricity to tram and light rail vehicles [See **Figure 1-8: Typical OCS for LRT**]. An OCS would include steel poles along the length of the right-of-way to support an electrical power line that would be suspended above the LRT or tram tracks. A telescoping pantograph or “arm” on the roof of LRT vehicles would slide along the underside of the contact wire and deliver electric power to the vehicles.

**Figure 1-8: Typical OCS for LRT**



Source: KOA 2019

The OCS poles would be approximately 30 feet tall and typically located every 90 to 170 feet between two LRT tracks. This would be required in a few locations within the communities of Van Nuys, Panorama City, and Arleta. At such locations, curb side bus stops serving local bus lines would be relocated to avoid having obstructions within the bus stop area.

## Traction Power Substations (TPSS)

TPSSs are electrical substations that would be typically placed approximately every 3/4 mile along the proposed LRT alignment. The Low-Floor LRT/Tram vehicles would be powered by approximately thirteen TPSS units, which would be spaced relatively evenly along the alignment to provide direct current to the LRT vehicles. TPSSs would be located at points along the alignment where maximum power draw is expected (such as at stations and on inclines). In the event that one TPSS needs to be taken off line, the LRT vehicles would continue to operate. Maintenance facilities also have a TPSS.

The TPSS units may be located within the public right-of-way, in parking lots, or in acquired parcels. A representative TPSS is shown in **Figure 1-9** below.

**Figure 1-9: Typical TPSS for LRT**



Source: Metro, 2019.

## Communications and Signaling Buildings (CSB)

CSBs are buildings that contain train control and communications equipment that would be located at each station. These facilities would be constructed as enclosures underneath the station platforms.

## Construction Activities

Construction of the LPA would utilize conventional construction techniques and equipment commonly used in the Southern California region. This could include the following:

- Pavement removal;



- Utility relocation;
- Excavation;
- Construction of at-grade trackwork and train signaling;
- Construction of stations, including station platforms;
- Construction of pedestrian access ways;
- Installation of specialty system work, such as overhead contact electrification systems and communications and signaling systems;
- Construction of TPSS facilities;
- Reconstruction of sidewalks, paving, and striping; and
- Subgrade preparation and placement of rail ballast.

All work would conform to industry specifications and standards. The construction equipment could include the following:

- Bulldozers;
- Rollers;
- Cranes;
- Concrete trucks;
- Pumping equipment;
- Flatbed trucks;
- Support vehicles, including employees' personal transportation, fuel delivery trucks, mechanics' trucks, and utility trucks used by supervisors and inspectors;
- Dump trucks; and
- Rail-mounted equipment.

Temporary traffic detours and truck routes would be required during construction. A Construction Management Plan would be implemented throughout the entire construction period to reduce potential impacts on noise, traffic, and businesses, among other factors.

Construction of the LPA is scheduled for groundbreaking in June 2022 and completion of construction is anticipated by December 2026. Construction completion is defined as completion of sitework, utilities, guideway/trackwork, stations, maintenance yard, and systems. Construction would be followed by testing and pre-revenue operations from 2027 to June 2028. The actual duration for construction activities would depend on final designs, the contractors' means and methods, project funding, restrictions on working hours, and other similar variables. Project construction activities would typically take place between the hours of 7 a.m. and 9 p.m. within the City of Los Angeles, in accordance with Los Angeles Municipal Code Section 41.40(a) and 7 a.m. and 6 p.m. within the City of San Fernando, in accordance with San Fernando City Code Section 34-28(10). However, Metro may seek a variance from these Municipal Code sections, to construct particular portions of the alignment outside of these hours.

The required construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the alignment, depending on the type of construction and the adjacent land use. Lane and/or road closures would be scheduled to minimize disruptions, and a Traffic Management Plan would be approved, in coordination with both the Cities of Los Angeles and San Fernando, prior to construction.

The laydown and storage areas for construction equipment and materials would be established in the vicinity of the project within the right-of-way, parking lots, vacant land, or on the parcels that would be acquired for the proposed MSF site. During construction, the contractor would determine staging locations. Construction staging areas are locations needed for:

- Equipment storage;
- Construction materials delivery and storage;
- Equipment assembly;
- Materials production;
- Dewatering activities;
- Access roads;
- Construction worker parking;
- Temporary trailer offices;
- Demolition staging;
- Removal of excavated materials; and
- Other related activities during the construction period.

Construction staging areas are temporary and would be located within the street right-of-way and within off-street locations. Temporary street closures would be needed to accommodate construction staging. Detours and closures would be coordinated with the Los Angeles Department of Transportation (LADOT) and the City of San Fernando. In some instances, land acquired for permanent project facilities, such as station entrances, would be suitable for construction staging. In other locations, temporary construction easements may be needed to allow construction equipment to use private property during construction.

## **2.1 Federal Regulations: Section 106 of the NHPA & Criteria of Adverse Effect**

This report has been prepared in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations codified in 36 Code of Federal Regulations Part 800 et. seq. Section 106 of the NHPA requires federal agencies that license or fund projects to consider the undertaking's effects on historic properties. For the purposes of Section 106 of the NHPA, an "historic property" is a resource (prehistoric or historic district, site, building, structure, or object) that is included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Section 106 review gives equal consideration to properties that have already been included in the NRHP as well as those that have not yet been included, but that meet one or more of the NRHP Criteria.

According to 36 CFR 800.5(a)(1), an Adverse Effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects on historic properties include, but are not limited to:

- (i). Physical destruction of or damage to all or part of the property;
- (ii). Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii). Removal of property from its historic location;
- (iv). Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v). Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi). Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii). Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.<sup>1</sup>

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<sup>1</sup> 36 CFR 800.5(a)(2)(i through vii).

## 2.2 State Regulations: CEQA Guidelines & Substantial Adverse Change

In addition to complying with federal laws, local lead agencies must also comply with the California Environmental Quality Act (CEQA). In 1998, the California Legislature amended CEQA and enacted the California Register of Historical Resources (CRHR) to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse. According to the California Public Resources Code, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>2</sup> The State CEQA Guidelines defines “substantial adverse change” in the significance of a historical resource, including significant archaeological resources, as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource is materially impaired.<sup>3</sup>

The Guidelines go on to state that “the significance of a historic resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the CRHR local register, or its identification in a historic resources survey.”<sup>4</sup> The significance of a built environment historical resource or significant archaeological resources is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of the resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register or historic resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historic resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of the resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for the purposes of CEQA.

For the purposes of this analysis, in accordance with Appendix G of the State CEQA Guidelines, the project would have a significant impact on archaeological resources under CEQA if it would:

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

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<sup>2</sup> Public Resource Code Section 21084.1.

<sup>3</sup> 14 CCR Section 15064.5(b)(2)(A).

<sup>4</sup> 14 CCR Section 15064.5(b)(2).

## 3.1 Consultation with Interested Parties

The project team consulted with the public and groups or organizations that may have an interest in historical resources during project planning.

Local historical societies and local governments were identified and invited to participate in the Section 106 process in accordance with 36 CFR 800.3(f)(1). Letters were sent to the following parties on June 29, 2015, to notify them of the project, and to elicit any concerns or information regarding the potential for effects to historic properties located within the APE. Follow-up emails were sent to non-responsive parties on July 24, 2015. The following groups/persons were contacted:

- **Ken Bernstein**, Planning Manager, City of Los Angeles Office of Historic Resources, (200 N. Spring Street, Los Angeles, CA 90012, ken.bernstein@lacity.org). No response has been received to date.
- **Richard Bruckner**, Director of Planning, County of Los Angeles Regional Planning (320 W. Temple Street, 13<sup>th</sup> Floor, Los Angeles, CA 90012, rbruckner@planning.lacounty.gov). On August 13, 2015, a letter dated August 6, 2015, was received stating that the Department of Regional Planning does not, at this time, have any designated official Los Angeles County landmarks or properties identified as being of significant historic and/or cultural value (included in Appendix B).
- **Michelle De Santiago**, City of San Fernando (117 Macneil Street, San Fernando, CA 91340, mdesantiago@ci.san-fernando.ca.us). No response has been received to date.
- **Kenneth Marcus**, President, Historical Society of Southern California (Post Office Box 93487, Pasadena, CA 91109, hssc@socalhistory.org.) A response was received via email on July 26, 2015, from Amy Essington, Executive Director, stating that the Historical Society of Southern California was unable to comment on the project at this time (included in Appendix B).
- **Adrian Scott Fine**, Director of Advocacy, Los Angeles Conservancy (523 W.6<sup>th</sup> Street, Ste. 826, Los Angeles, CA 90014, afine@laconservancy.org). No response has been received to date.

## 3.2 Public Outreach and Comments Received

As part of the Undertaking, a series of community outreach meetings were held as follows:

- Panorama High School, October 24, 2011;
- Pacoima Neighborhood City Hall, October 25, 2011;
- Van Nuys Civic Center, October 28, 2011;
- San Fernando Regional Pool Facility, April 12, 2012;
- Saint Mary Byzantine Catholic Church, April 17, 2012;

- Valley Presbyterian Hospital, April 18, 2012;
- Mission Community Police Station, May 1, 2012;
- Sepulveda Middle School, October 2, 2012;
- San Fernando High School, October 4, 2012;
- Panorama High School, October 6, 2012; and
- Marvin Braude Civic Center, October 9, 2012.

During these public outreach meetings, no comments or concerns were expressed specifically relating to the presence or effects on historic properties.

Metro and the FTA provided opportunities for the public to comment on the DEIS/DEIR throughout the environmental process. The public scoping period was open from March 1, 2013, until May 6, 2013, so stakeholders could provide input on the project. Various community outreach activities were conducted throughout the process, including a scoping meeting notifying the public of the proposed activities, digital engagement activities, elected officials' briefings, four public meetings and one interagency scoping meeting. Metro collected comments from the public in a variety of ways, including comment cards from the scoping meetings, verbal comments and questions, e-mail, US mail, telephone, Facebook and Twitter.

Metro held the following five public hearings during the public comment period for the DEIS/DEIR:

**Thursday, September 14, 2017, 6:00 – 8:00 p.m.**

City of San Fernando Regional Pool Facility  
208 Park Ave., San Fernando, CA 91340

**Monday, September 18, 2017, 8:30 – 11:00 a.m.**

Zev Yaroslavsky Family Support Center  
7555 Van Nuys Blvd., Van Nuys, CA 91405

**Monday, September 18, 2017, 5:00 pm – 8:00 p.m.**

Valley Municipal Building, Council Chambers  
14410 Sylvan St, 2nd Floor, Van Nuys, CA 91401

**Wednesday, September 20, 2017, 9:00 am - 11:30 a.m.**

Pacoima Charter Elementary School Auditorium  
11016 Norris Ave, Pacoima, CA 91331

**Saturday, September 23, 2017, 9 am to 12 p.m.**

St. Mark's, Episcopal Church  
14646 Sherman Way, Van Nuys, CA 91405

During the public review period, Metro received 926 formal individual comments via US mail, email, and the project website (<https://www.metro.net/projects/east-sfv/>; by clicking on "Contact Us"), and at the five public meetings listed above. Additionally, Metro received a petition containing almost 1,700 comments related to the location of an MSF Site.

Metro received one comment referencing historic properties from Veronica Padilla, Executive Director of Pacoima Beautiful, who noted in a letter dated October 30, 2017 that "...where the line turns from Van Nuys Boulevard to San Fernando is an important commercial hub for Pacoima. This part of the street has many historic structures. The line should be built in a way that minimizes the

demolition of these structures. Ripping down these buildings will irrevocably harm the business district and threatens many businesses that have been in the neighborhood for generations.” In its response, Metro stated, “Metro and its construction contractor would make every effort to minimize impacts on the corridor-adjacent communities during the construction phases of the project.” Then Metro referred the commenter to the relevant construction impacts discussions and proposed mitigation measures located in Chapters 3 and 4 of this FEIS/FEIR. Metro also responded that the “historic properties located in the immediate vicinity of the alignment were identified in the DEIS/DEIR and would be avoided.”

### 3.3 Consultation with Native Americans

The project team archaeologists contacted the State of California Native American Heritage Commission (NAHC) for this project. The NAHC responded on March 17, 2016, and provided the results of a Sacred Lands File check and a list of tribes to be consulted for the Undertaking. The search of the Sacred Lands File provided negative results. Due to the number of years that had passed during project development, the project team archaeologists once again contacted the NAHC on February 27, 2019.

The project team contacted nine tribes with traditional lands or cultural places located within the boundaries of the county that were provided by the NAHC by letter, email, and/or phone. The following individuals or tribes were contacted by letter on March 18, 2016, and again on December 18, 2018, to provide them with an update regarding the selected preferred alternative:

- Rosemary Morillo, Chairperson, Soboba Band of Luiseno Indians
- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation
- Rudy Ortega, Jr., President, Fernandeno Tataviam Band of Mission Indians
- Robert F. Dorame, Tribal Chair, Gabrielino Tongva Indians of California Tribal Council
- Julie Lynn Tumamait-Stenslie, Chairperson, Barbareno/Ventureno Band of Mission Indians
- Linda Candelaria, Co-Chairperson, Gabrielino-Tongva Tribe
- John Valenzuela, Chairperson, San Fernando Band of Mission Indians
- Andrew Salas, Chairperson, Gabrieleno Band of Mission Indians—Kizh Nation
- Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians.

The following responses were received:

**Caitlin Gulley**, Director, Tribal Historic and Cultural Preservation Department, Fernandeno Tataviam Band of Mission Indians, responded by email on April 12, 2016. Ms. Gulley stated that the Fernandeno Tataviam Band of Mission Indians (Tataviam) would like to note that (1) they find the project area to be of risk to cultural and tribal resources, and (2) they would like to consult with the Lead Agency regarding project mitigation and adding information to the cultural resources section of the [DEIR].

**Joseph Ontiveros**, Cultural Resource Director, Soboba Band of Luiseno Indians, responded by letter on April 18, 2016. Mr. Ontiveros stated that, “The information provided to use on said project(s) has been assessed through our Cultural Resource Department. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project



encompasses but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.”

**Andrew Salas**, Chairman, Gabrieleno Band of Mission Indians—Kizh Nation responded by email on May 3, 2016. Mr. Salas stated, in part, “The project locale lies in an area where Ancestral & traditional territories of the Kizh (Kitc) Gabrieleno villages, adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods.” Chairman Salas also stated, “Given all of the above, the proper thing to do for your project would be for our Tribe to monitor ground disturbing construction work. Native American monitors and/or consultant can see that cultural resources are treated appropriately from the Native American point of view. Because we are the lineal descendants of the vast area of Los Angeles and Orange Counties, we hold sacred the ability to protect what little of our culture remains. We thank you for taking seriously your role and responsibility in assisting us in preserving our culture.”

- Responses to December 2018 follow-up emails sent concerning interest in consultation were received from the Fernandeano Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians – Kizh Nation.
- In July of 2019, as the Programmatic Agreement (PA) and the Cultural Resources Monitoring and Treatment Plan (CRTMP) were developed, letters and copies of the Draft PA and Draft CRTMP were sent to the Fernandeano Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians – Kizh Nation for their review and inclusion as Concurring Parties to the PA.
- A response was received from the Fernandeano Tataviam Band of Mission Indians (FTBMI) requesting more information about the project, the Draft CRTMP and the Draft PA. A response concerning the Draft PA and CRTMP was not received from the Gabrieleno Band of Mission Indians.
- LACMTA, on behalf of FTA, hosted a conference call on September 24, 2019 with Mr. Jairo Avila from the FTBMI to discuss the project and address any questions or comments. During the call, the FTBMI expressed interest in providing updated ethnohistoric background to be included in the CRTMP document (ICF, 2019). The Tribe also requested that monitoring should occur along the entire length of the project alignment. On October 24, 2019, the FTBMI provided detailed comments on the CRTMP and additional ethnohistoric background on the site CA-LAN-2681 vicinity, which was incorporated into the revised CRMDRP.
- A follow-up letter addressing the comments FTBMI provided on the CRTMP was sent to Mr. Jairo Avila of FTBMI on December 1, 2019.
- Consultation with Native American Tribes will continue as the project moves forward and as planning for future archaeological monitoring is conducted.

Correspondence with the Native Americans is documented in Appendix B of this FOE.

## **4.1 Description of the Study Area & Area of Potential Effects (APE)**

For this Undertaking, a preliminary study area was identified for research and record search purposes, which encompassed a ½-mile radius on either side of the proposed alignment areas. This initial study area was used to identify the locations of previously identified historic properties and to gauge the historic sensitivity of the area. However, conducting an intensive-level historical resources survey within this entire study area would have been too expansive, as the likelihood of properties ½ mile away from the alignment being affected by the introduction of the proposed transit project is negligible within a dense urban environment. Further, the study area included thousands of properties, most of which would likely not be historically significant. Thus, the FTA and Metro consulted with SHPO's reviewer (Kathleen Forrest) via conference call on April 14, 2013, to discuss the appropriate level of effort for the identification and evaluation of historical resources and to determine the appropriate Area of Potential Effects (APE). Due to the size and linear nature of the Undertaking, and due to the minimal potential for effects on historic properties, the FTA and Metro proposed a streamlined approach to evaluating potential historical resources within the approximate 10 miles of the Undertaking's corridor.

The project study area is located in an urbanized community in the heart of the San Fernando Valley. The San Fernando Valley is a 345 square-mile lowland in the northwest section of Los Angeles County, California. It is bordered by the Santa Susana Mountains on the north, the Verdugo Mountains on the East, the Santa Monica Mountains on the South, and Simi Hills on the west. The project study area extends from Ventura Boulevard at the southern terminus to the City of San Fernando, the Sylmar-San Fernando Metrolink Station, and the Lakeview Terrace neighborhood at the northern terminus.

Several freeways traverse or border the eastern San Fernando Valley. These include the Ventura Freeway (US-101), the San Diego Freeway (I-405), the Golden State Freeway (I-5), the Ronald Reagan Freeway (SR-118), and the Foothill Freeway (I-210). The Hollywood Freeway (SR-170) is located east of the project study area. In addition to Metro Local and Metro Rapid bus service, the Metro Orange Line (Orange Line) BRT service, the Metrolink Ventura Line commuter rail service, Amtrak inter-city rail service, and the Metrolink Antelope Valley Line commuter rail service are the major transit corridors that provide interregional trips in the project study area.

Land uses in the project study area include neighborhood and regional commercial land uses, as well as government and residential land uses. Specifically, land uses in the project study area include government services at the Van Nuys Civic Center, retail shopping along the project corridor, and medium- to high-density residential uses throughout the project study area. Notable land uses in the eastern San Fernando Valley include: The Village at Sherman Oaks, Panorama Mall, Whiteman Airport, Van Nuys Airport, Mission Community Hospital, Kaiser Permanente Hospital, Van Nuys Auto Row, and several schools, youth centers, and recreational centers.

The project study area included the north-south arterial roadway, Van Nuys Boulevard, as well as a northwest-southeast arterial thoroughfare, Truman Street and San Fernando Road, and the Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street as well as a half-mile radius around the proposed corridor. The existing setting consists primarily of low-rise commercial buildings (one to three stories in height) punctuated by high-rise commercial buildings (more than three stories in height), most often at major intersections. Some low-rise multi-family residential development is located along Van Nuys Boulevard approximately between Nordhoff Street and Woodman Avenue. Some single-family residential development exists along Van Nuys Boulevard north of Woodman Avenue and near the intersection of Van Nuys Boulevard and San Fernando Road. The majority of buildings date from the post-World War II period and after, 1947 to the present. East of Van Nuys Boulevard near its intersections with Arminta Street, Keswick Street, and Oxnard Boulevard, there are concentrations of industrial properties surrounding the railroad tracks or prior railroad alignments.

The APE was drawn to include the roadway only, with the exception of where new stops would be located, in which the APE was drawn to include the four parcels immediately adjacent to each proposed LRT stop, with additional parcels along the street front to accommodate for potential visual impacts caused by elevated LRT stops within the median, as well as the MSF site, and traction power substations (TPSS) locations. Select pages from the APE that contain historic properties are located in Appendix A to this FOE.

## 4.2 Methodology/Identification of Historic Properties

The project team conducted background research within a ½-mile radius of the project area, including a record search at the South Central Coastal Information Center (SCCIC) located at California State University. The SCCIC is a branch of the California Historical Resources Information Center, which maintains the State of California's official records of previously recorded cultural resource studies and recorded archaeological sites. The SCCIC maintains the records for Los Angeles and Orange Counties. The project team conducted a record search for archaeological resources on October 6, 2011, and a record search for built environment resources on May 28, 2013 (records search #13094.9772) as well as a review of local records within the cities of Los Angeles and San Fernando. As part of the SCCIC record search, the following sources were consulted:

- National Register of Historic Places (NRHP);
- Historic Property Data Files;
- The California Register of Historical Resources (CRHR);
- California Historical Landmarks (CHL);
- The California Points of Historical Interest;
- Los Angeles Historic-Cultural Landmarks Database; and
- Lists of local inventories.

Due to the number of years that had passed since the original record search had been conducted for this project, the SHPO reviewer requested an updated record search in a letter dated April 5,

2017. Subsequently, the project team conducted an updated record search at the SCCIC on April 27, 2017. No additional historic or prehistoric resources were identified within or adjacent to the APE since the original record search was conducted.

The SCCIC records indicated that 56 previous cultural resource studies had been conducted within a 1/2-mile radius of the project alternatives. Previous cultural resource studies identified two previously-recorded built environment resources and two archaeological sites located within the project's APE.

To identify additional historic properties not previously identified, the project team conducted fieldwork and digitally photographed all the buildings over 45 years of age that retained moderate to high integrity within the APE. The surveyed properties included primarily commercial and industrial buildings and a few potential historic districts. Fieldwork was conducted between January 6<sup>th</sup> and January 13<sup>th</sup>, 2015. A total of 180 properties were identified and evaluated within the APE.

In the Historic Resources Evaluation Report (HRER) prepared for this Undertaking to identify and evaluate historic properties, the FTA identified ten historic built-environment properties and two archaeological sites within the APE that could have been affected by any of the four originally-proposed build alternatives. The properties were either previously-determined eligible for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) or were determined eligible for the NRHP/CRHR as part of this Undertaking. The SHPO concurred with FTA's determination on the historic status of the twelve properties (and numerous ineligible properties) on April 5, 2017 (FTA\_2013\_0311\_001).

Of the ten historic built-environment properties identified within the APE (listed below), now only five would have the potential to be affected by the LPA (Modified LRT Alternative 4 with no subway segments and MFS Option B), as the other three build alternatives are no longer being considered. Therefore, only the five properties highlighted in bold below have been analyzed for potential effects in this FOE.

1. **14601-3 Aetna Street;**
2. **130 N. Brand Boulevard;**
  - a. Auditorium;
  - b. Boy's Gymnasium;**
  - c. Science Building;
3. 1140 San Fernando Road;
4. 1601 San Fernando Road;
5. **6353 Van Nuys Boulevard;**
6. 6551 Van Nuys Boulevard;
7. 8201 Van Nuys Boulevard;
8. **8324 Van Nuys Boulevard;**
9. **9110 Van Nuys Boulevard;**

10. San Fernando Road, Segment B (note that Bridge #53C-0302 is a contributing feature to San Fernando Road, but not individually eligible for the NRHP or CRHR);

## 4.3 Description of Built Environment Historic Properties in the APE

The following five built-environment properties were either previously evaluated or were evaluated for this Undertaking and given a status code of 2S2 (property determined eligible for the NRHP by a consensus through the Section 106 process, and it is listed in the CRHR) or 3S (property appears eligible for the NRHP as an individual property through a survey evaluation). The FTA submitted these determinations to the SHPO and the SHPO concurred on these findings on April 5, 2017 (FTA\_2013\_0311\_001). Therefore, the following properties now have 2S2 status codes and are historic properties for the purposes of NEPA and Section 106 of the NHPA. The five properties are also historical resources for the purposes of CEQA because properties that are listed on or formally determined eligible for the NRHP are automatically included in the CRHR.

### 4.3.1 14601-3 Aetna Street – 2S2



14601 Aetna Street (with an alternative address at 14603 Aetna Street) is a Progress Works Administration (PWA) Moderne Department of Water and Power (DWP) building that was used for meter repairs. It is listed in the California Historic Resources Information System (CHRIS) with a 2S2 status code (Individual property determined eligible for the NRHP, by consensus through a Section 106 consultation, listed on CRHR) dated March 20, 2002. The project team contacted the SCCIC on July 24, 2015, for additional documentation and information regarding

its previous evaluation. The SCCIC requested additional information from the State Office of Historic Preservation (OHP) for additional documentation and information, which was received on August 13, 2015. The property was individually re-evaluated for listing on the NRHP and CRHR as part of this Undertaking. The re-evaluation determined that the property appears to be significant at the national and state level under Criterion A/1 and C/3 as a rare example of a pre-war DWP facility in the San Fernando Valley, and as an excellent example of the PWA Moderne style; the property retains sufficient integrity to convey its association with that trend and architectural style. As a result of this evaluation, the property was assigned a 3S status code, (Appears eligible for NRHP as an individual property through survey evaluation). SHPO concurred with this finding on April 5, 2017 (FTA\_2013\_0311\_001). The character-defining features of the reinforced concrete building (LADBS Permit No. 33896, 1937) are its PWA Moderne design including vertical bays with scored stucco pilasters, multi-light paired casement windows, and bas relief Los Angeles City seal. The building retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of setting has been diminished by the reuse of the Southern Pacific Railroad alignment as the Metro Orange Line bus way.

### 4.3.2 130 N. Brand Boulevard – 2S2



130 N. Brand Boulevard is a Classical Revival junior high school campus. In 1995, the Auditorium (built in 1916), Science Building (built in 1916), and Boys' Gymnasium (built in 1937) were found to be individually significant for their architecture (Criterion C/3) as part of a survey of properties damaged in the 1994 Northridge Earthquake.

The property as a whole was given a status code of 2S2 (individual property determined eligible for NRHP by consensus through Section 106 process) and listed in the CRHR as an excellent example of Classical Revival

architecture. The project team reviewed the previous evaluation and after field inspection determined that the existing 2S2 status code is still valid. Although three buildings (the Auditorium, Science Building, and Boys' Gymnasium) were all identified on the campus, only the Boy's Gymnasium (pictured here) has the potential to be affected by the LPA due to its proximity to proposed construction activities. The character-defining features of the Boy's Gymnasium include its utilitarian, cast-concrete design with single-story massing with a flat roof and Classical Revival influenced detailing. Integrity was not analyzed in the 1995 evaluation. Today, the building retains integrity of location, materials, design, workmanship, feeling, and association. The integrity of setting has been diminished by continued development in the area, particularly the introduction of new school buildings on the campus.

### 4.3.3 6353 Van Nuys Boulevard – 2S2



6353 Van Nuys Boulevard is significant as an example of Streamline Moderne architecture that represents an early period of commercial development in the San Fernando Valley. The property was individually evaluated for listing on the NRHP and CRHR as part of this Undertaking. The evaluation determined that the property appears to meet NRHP and CRHR Criteria A/1 and C/3 at the local level of significance as a rare example of pre-World War II commercial development in the San Fernando Valley, as well as exemplifying the Streamline Moderne style. The property retains

sufficient integrity to convey this significance. The property was originally assigned a 3S status code, (Appears eligible for NRHP as an individual property through survey evaluation) as part of this Undertaking, but the status code was changed to 2S2 (individual property determined eligible for NRHP by consensus through Section 106 process) when SHPO concurred with FTA's finding on April 5, 2017 (FTA\_2013\_0311\_001). The character-defining features of the reinforced concrete and brick building (LADBS Permit No. LA00819, 1938) include its single-story massing with flat roof, orientation adjacent to the sidewalk, incised geometric ornament, corner entrance, large storefront windows, rounded metal canopy, and pylon above the roof entrance to make its signage prominently visible to automobile traffic. At the time of original survey, non-character-defining features included a non-original awning. This awning has since been removed. The property retains integrity of location, design, workmanship, feeling, and association. The integrity of setting has been diminished



by alterations to the surrounding buildings; however, the majority are still low-rise commercial buildings as they would have been historically.

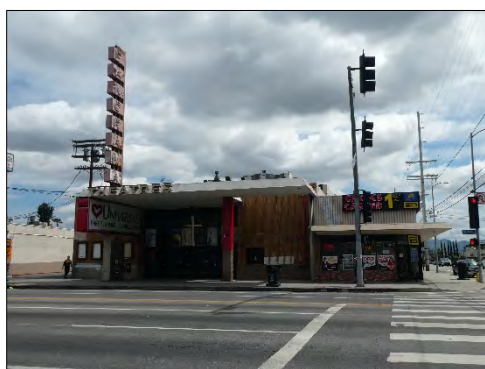
#### 4.3.4 8324 Van Nuys Boulevard – 2S2



8324 Van Nuys Boulevard was part of a planned commercial strip for the successful post-World War II suburb of Panorama City. The property was individually evaluated for listing on the NRHP and CRHR as part of this Undertaking. The evaluation determined that the property appears to be eligible for the NRHP and CRHR at the local level for its association with the planned development of Panorama City, and it retains sufficient integrity to convey that significance. As a result of this evaluation, the property was assigned a 3S status code, (Appears eligible for NRHP as an individual property

through survey evaluation) but the status code was changed to a 2S2 (individual property determined eligible for NRHP by consensus through Section 106 process) when the SHPO concurred with this finding on April 5, 2017 (FTA\_2013\_0311\_001). The character-defining features of the brick bank building (LADBS Permit No. VN14769, 1951) include its location in Panorama City along Van Nuys Boulevard, its rectangular massing, its stepped full-height windows, ribbon and clerestory windows, and stacked brick bond. Non-character-defining features include the metal security bars at the front entrance. The property retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of setting has been diminished by alterations to the surrounding buildings; however, the majority are still low-rise commercial buildings as they would have been historically.

#### 4.3.5 9110 Van Nuys Boulevard – 2S2



9110 Van Nuys Boulevard was part of a planned commercial strip for the successful post-World War II suburb of Panorama City and as the work of master architect William Pereira. The property was individually evaluated for listing on the NRHP and CRHR as part of this Undertaking. The evaluation determined that the property was not an important example of Pereira's work, but that it appears to meet the NRHP and CRHR Criteria at the local level for its association with Panorama City, and it retains sufficient integrity to convey that significance. As a result of this evaluation,

the property was assigned a 3S status code, "Appears eligible for NRHP as an individual property through survey evaluation." SHPO concurred with this finding on April 5, 2017 (FTA\_2013\_0311\_001) and its status code was changed to 2S2 (individual property determined eligible for NRHP by consensus through Section 106 process). The character-defining features of the concrete and gunite theater (LADBS Permit No. VN08637, 1949) include its location in Panorama City along Van Nuys Boulevard, its rectangular plan, truss roof, its blade sign, projecting flat canopy and marquee, minimal window openings to the rear, and stacked brick bond. The property retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of

setting has been diminished by alterations to the surrounding buildings; however, the majority are still low-rise commercial buildings as they would have been historically.

## 4.4 Description of Archaeological Properties in the APE

There are no archaeological historic properties in the APE. However, two archaeological resources are located in and/or adjacent to the APE. One archaeological site, CA-LAN-2681 (P-19-002681), is partially located in the APE. SHPO reviewed the site records, deposits and details of the site and determined that the deposits at site CA-LAN-2681 were disturbed, lacked integrity and did not represent a historic property under Section 106 of the NHPA and recommended a revised finding of No Adverse Effect with conditions (Polanco 2020).

Based on the additional reports and analyses provided by SHPO, site CA-LAN-2681 is not considered eligible for listing in the NRHP and therefore will not be adversely affected by the project. However, portions of the APE are sensitive for subsurface archaeological resources, particularly those in the vicinity of Site CA-LAN-2681, which may contain buried and undisturbed cultural materials which may still be discovered during implementation of the project. A revised finding of No Adverse Effect with conditions is recommended for site CA-LAN-2681. The presence of prehistoric and historic period archaeological materials in and adjacent to the APE indicates an increased level of archaeological sensitivity in these areas and the potential for other prehistoric materials and deposits (Polanco 2020).

To ensure that the project will not result in adverse effects to archaeological resources as the project moves into construction and completion, conditions are being put in place to protect potential archaeological resources located in the APE, per CFR 800.5(b), by development of a Cultural Resources Monitoring and Data Recovery Plan (CRMDRP) pursuant to CFR 800.13(a)(2).

One additional site is located adjacent to the APE. This site (CA-LAN-1124/P-19-001124) is unevaluated and consists of three historical archaeological features associated with the Southern Pacific Railroad, which were documented outside the current project's APE.

# Chapter 5

## Application of the Criteria of Adverse Effect

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In consultation with the SHPO, the FTA and Metro have applied the Criteria of Adverse Effect to historic properties within the APE. The FTA and Metro have considered all views concerning such effects which have been provided by consulting parties and the public, as per 36 CFR 800.5(a). The FTA and Metro considered various alternatives during project planning and selected the (modified) LPA, which would be the alternative for the Undertaking that would result in the least effects on historic properties.

### 5.1 Assessment of Construction Impacts (Vibration) on Built Environment Resources

The project team assessed the potential for earth-moving and demolition activities to result in the destruction or alteration of historic properties or cultural resources, as construction of the LRT Alternative has the potential to cause mild damage to historic properties due to temporary vibration caused during construction. Any physical effects caused by vibration would meet Criterion (i) for adverse effect, “Physical destruction of or damage to all or part of the property.” However, even if physical damage would occur due to construction vibration, it is unlikely that the damage caused would diminish the design, materials, or workmanship of the historic properties in a manner that the properties would no longer qualify for the NRHP.

The Noise and Vibration Impacts Report prepared for this Undertaking outlines the FTA damage risk vibration limits for different building types, as well as the predicted vibration levels generated by construction equipment that may be used to construct proposed stations near the historic properties (see Tables 5-1 and 5-2). The project team utilized these tables in determining the potential for direct effects on historic properties that could be caused by temporary construction vibrations.

**Table 5-1: FTA Construction Vibration Damage Criteria**

Building Category	PPV (in/sec)	Approximate L <sub>v</sub> *
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA Transit Noise and Vibration Impact Assessment Manual, 2018

*\*RMS velocity in decibels, VdB re 1 micro-in/sec*

**Table 5-2: Construction Vibration Predictions for General Construction Equipment**

Equipment	PPV at 25 ft (in/sec)	Approximate $L_v^*$ at 25 feet
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: FTA Transit Noise and Vibration Impact Assessment Manual, 2018

*\*RMS velocity in decibels, VdB re 1 micro-in/sec*

Within the LPA, there are five historic properties that have a potential to be affected by the construction of proposed LRT stations:

1. 130 N. Brand Boulevard
  - o Boy's Gymnasium – Approximately 350 feet from proposed Maclay Station platform
2. 9110 Van Nuys Boulevard – Approximately 475 feet from proposed Nordhoff Station platform
3. 8324 Van Nuys Boulevard - Approximately 40 feet from proposed Roscoe Station platform
4. 6353 Van Nuys Boulevard – Approximately 35 feet from proposed South Victory Station platform
5. 14601 Aetna Street – Approximately 200 feet from proposed Metro Orange Line Station platform

None of these buildings within the APE are Building Category IV, such as an adobe building, so the lowest possible threshold of vibration damage would be 0.2 in/sec PPV. The highest predicted level of vibration for an above-ground LRT station is the use of a vibratory roller at 0.21 in/sec PPV from a distance of 25 feet.

As the above five properties are located more than 25 feet away from the proposed construction areas, equipment used for the construction of an above-ground station would not exceed the predicted FTA damage risk vibration limits. The nearest building to proposed construction is 6353 Van Nuys Boulevard, which is approximately 35 feet from the proposed South Victory station stop. Original building permits for this building (LADBS Permit No. LA00819, 1938) indicate that the building is constructed out of reinforced concrete and therefore has a construction vibration damage threshold of .5 PPV, which is above the highest predicted level of vibration for the use of a vibratory roller at .21 PPV.

Therefore, the construction of LRT stations near the five historic properties above would not cause adverse vibration damage to any of the properties due to the nature of the construction materials of

the historic properties and the distance that each building is located in relation to the proposed construction activities.

## 5.2 Assessment of Operational Effects on Built Environment Resources

Five historic built-environment properties have a potential to be affected by the operation of an LRT under the preferred alternative; however, based on the detailed evaluations below, the LPA would not cause an adverse effect on any historic built-environment properties such that they would no longer be eligible for the NRHP or CRHR.

### 5.2.1 130 Brand Avenue – Boy’s Gymnasium

Figure 5-1: 130 Brand Avenue - Boy's Gymnasium



Source: GPA, 2019.

*(i) Physical destruction of or damage to all or part of the property;*

The operation of an LRT will not involve destruction or damage to any part of the historic property. The 2018 FTA Manual for Noise and Vibration Impact Assessment states, "... it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the [Right-of-Way]



may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure.”<sup>5</sup> The proposed Maclay Station platform is located approximately 350 feet away from the Boy’s Gymnasium on the junior high school campus (see **Figure 5-2**). The track is approximately 235 feet away. At this distance, the building will not be damaged by operational vibrations based on the guidance provided in the FTA manual. Furthermore, the property is already located along an existing rail alignment that will be repurposed for the proposed project. The alignment predates the building, indicating that the building has always been subjected to vibrations similar to those that will result from the operation of an LRT. Therefore, this criterion of adverse effect does not apply.

**Figure 5-2: Proposed Maclay Station location (circled) in relation to Boy’s Gymnasium (indicated with red arrow)**



Source: KOA, Google Earth, 2019.

*(ii.) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;*

The operation of an LRT will not involve the alteration of the historic building using any of the approaches listed above. Therefore, this criterion of adverse effect does not apply.

*(iii.) Removal of the property from its historic location;*

<sup>5</sup> “Transit Noise and Vibration Impact Assessment Manual,” Federal Transit Administration, accessed March 2019, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf), 126.



The operation of an LRT will not involve the removal of the historic building from its historic location. Therefore, this criterion of adverse effect does not apply.

*(iv.) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;*

The operation of an LRT will not involve a change in the historic property's use. Therefore, the first aspect of this criterion of adverse effect does not apply.

The Boy's Gymnasium is significant for its architecture (Criterion C/3). Properties significant for this reason are able to convey their significance even if their integrity of setting has been diminished (e.g., architectural specimens that have been moved from their original locations can still be eligible for the NRHP regardless of setting). As discussed in **Section 4.3.2**, the property's integrity of setting has already been diminished through the introduction of new school buildings, but the gymnasium is still able to convey its significance through other aspects of integrity. The property is already located in the vicinity of a railroad track, which is an early alignment that predates the junior high school campus. In addition, the gymnasium would be visually separated from the new Maclay Station platform by the existing San Fernando Police Department Building. Therefore, the introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity of setting in such a way that it would no longer be eligible for the NRHP, and all other aspects of integrity would remain unchanged. Therefore, this alternative would not result in adverse effects on this historic property.

*(v.) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*

Under the LPA, the proposed Maclay Station would be constructed on the Antelope Valley Metrolink Railroad Corridor, south of its crossing with Maclay Street (see **Figure 5-2**). Atmospheric and audible impacts to historic properties are generally rare; they typically occur in instances where an especially rural or quiet setting is a character-defining feature of the property, such as an isolated resource or place of worship. That is not the case for the historic buildings on campus, therefore this aspect of this criterion does not apply.

The Boys' Gymnasium is set back from the existing railroad alignment and would be visually separated from the proposed station by the San Fernando Police Department Building. The primary views of the building from N. Brand Boulevard would not be obscured by the introduction of the proposed station stop (see **Figure 5-3** and **Figure 5-4**). Furthermore, the gymnasium is significant for its architecture (Criterion C/3). Properties significant for this reason are able to convey their significance even if their integrity of setting has been diminished (e.g., architectural specimens that have been moved from their original locations can still be eligible for the NRHP regardless of setting). As discussed in **Section 4.3.2**, the property's integrity of setting has already been diminished through the introduction of new school buildings, but the historic building is still able to convey its significance through other aspects of integrity. Furthermore, the property is already located along the railroad track, which is an early alignment that predates the historic school building. Therefore, the introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity in such a way that it would no longer be eligible for the NRHP, and all other aspects of

integrity would remain unchanged. No other potential effects are anticipated. Therefore, this alternative would not result in adverse effects on this historic property.

**Figure 5-3: View from Boy's Gymnasium, looking towards approximate proposed Maclay Station location (indicated with yellow arrow behind the building and wall)**



Source: GPA, 2019.

**Figure 5-4: View from approximate proposed Maclay Station location, looking towards Boy's Gymnasium (indicated with red arrow)**



Source: GPA, 2019.

*(vi.) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*

The operation of an LRT will not directly cause the neglect and subsequent deterioration of a property. Therefore, this criterion of adverse effect does not apply.

*(vii.) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

The property is not presently under Federal ownership and therefore will not be transferred, leased, or sold out of Federal ownership as a result of the operation of an LRT; therefore, this criterion of adverse effect does not apply.

## 5.2.2 9110 Van Nuys Boulevard

Figure 5-5: 9110 Van Nuys Boulevard, view looking east



Source: GPA, 2019.



(i.) *Physical destruction of or damage to all or part of the property;*

The operation of an LRT will not involve destruction or damage to any part of the historic property. The 2018 FTA Manual for Noise and Vibration Impact Assessment states, "... it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the [Right-of-Way] may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure."<sup>6</sup> The proposed Nordhoff Station platform is located approximately 475 feet away from the historic building (see **Figure 5-6**). The track is approximately 30 feet away. Original building permits for the building (LADBS Permit No. VN08637, 1949) indicate that the building is constructed out of concrete and gunite and would not be considered especially fragile. At this distance, the building is unlikely to be damaged by operational vibrations, based on the guidance provided in the FTA manual. Therefore, this criterion of adverse effect does not apply.

**Figure 5-6: Proposed Nordhoff Station location (circled) in relation to 9110 Van Nuys Boulevard (indicated with red arrow)**



Source: KOA, Google Earth, 2019.

(ii.) *Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;*

The operation of an LRT will not involve the alteration of the historic property using any of the approaches listed above. Therefore, this criterion of adverse effect does not apply.

<sup>6</sup> Ibid.

*(iii.) Removal of the property from its historic location;*

The operation of an LRT will not involve the removal of the historic property from its historic location. Therefore, this criterion of adverse effect does not apply.

*(iv.) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;*

The operation of an LRT will not involve a change in the historic property's use. Therefore, the first aspect of this criterion of adverse effect does not apply.

The property is significant for its association with the development of the Panorama City suburb as one of the amenities for the planned community (Criterion A/1). It retains integrity of location, design, materials, workmanship, feeling, and association. The aspects of integrity that are essential for the property to convey its historic significance is location, design, feeling, and association because it was determined eligible for its association with Panorama City as an amenity for residents within a commercial corridor along Van Nuys Boulevard.

As discussed in **Section 4.3.3**, the integrity of setting has already been diminished by continued development in the area and alterations to surrounding properties. The property is located in a dense urban area with existing transit service and other vehicular traffic, and streetscape elements such as overhead power lines, billboards, bus stops, lighting, and other transportation infrastructure exist in the area immediately surrounding the property. Furthermore, the property's setting is not an essential aspect of integrity for the property to convey its significance. The introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity of setting in such a way that it would no longer be eligible for the NRHP, and all other aspects of integrity would remain unchanged. The property's historic significance would still be conveyed by its remaining physical features that illustrate its historic use, including the distinctive vertical marquee, box office window, and most importantly its proximity to the Panorama City subdivision and location along Van Nuys Boulevard. Therefore, the LPA would not result in adverse effects on this historic property.

*(v.) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*

Under the LPA, the proposed Nordhoff Station will be constructed along Van Nuys Boulevard, between its intersections with Tupper and Nordhoff Streets (see **Figure 5-6: Proposed Nordhoff Station location (circled) in relation to 9110 Van Nuys Boulevard (indicated with red arrow)**). Atmospheric and audible impacts to historic properties are generally rare; they typically occur in instances where an especially rural or quiet setting is a character-defining feature of the property, such as an isolated resource or place of worship. That is not the case for the historic building, as it is already located in a dense urban environment with vehicular and bus traffic running adjacent to the building; therefore, this aspect of this criterion does not apply.

The historic building is significant for its association with the development of the Panorama City subdivision (Criterion A/1). It retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of setting has already been diminished by continued development in the area and alterations to surrounding properties. However, its significance is conveyed by its remaining physical features that illustrate its historic use, such as the distinctive marquee, box office window, as well as its proximity to the Panorama City subdivision. These

features would not be affected by the project. Therefore, the introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity in such a way that it would no longer be eligible for the NRHP and CRHR. The primary views of the building from the east and west sides of Van Nuys Boulevard and from Nordhoff Street would not be obscured by the proposed LRT station, as it is approximately 475 feet north of the historic building (see **Figure 5-7**). Therefore, the LPA would not cause an adverse visual, atmospheric, or audible effect on this historic property.

**Figure 5-7: Potential view of proposed Nordhoff Station platform in relation to 9110 Van Nuys Boulevard**



Source: GPA, 2019. For illustrative purposes only; features and exact dimensions of constructed LPA platforms may vary.

*(vi.) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*

The operation of an LRT will not directly cause the neglect and subsequent deterioration of this historic property. Therefore, this criterion of adverse effect does not apply.

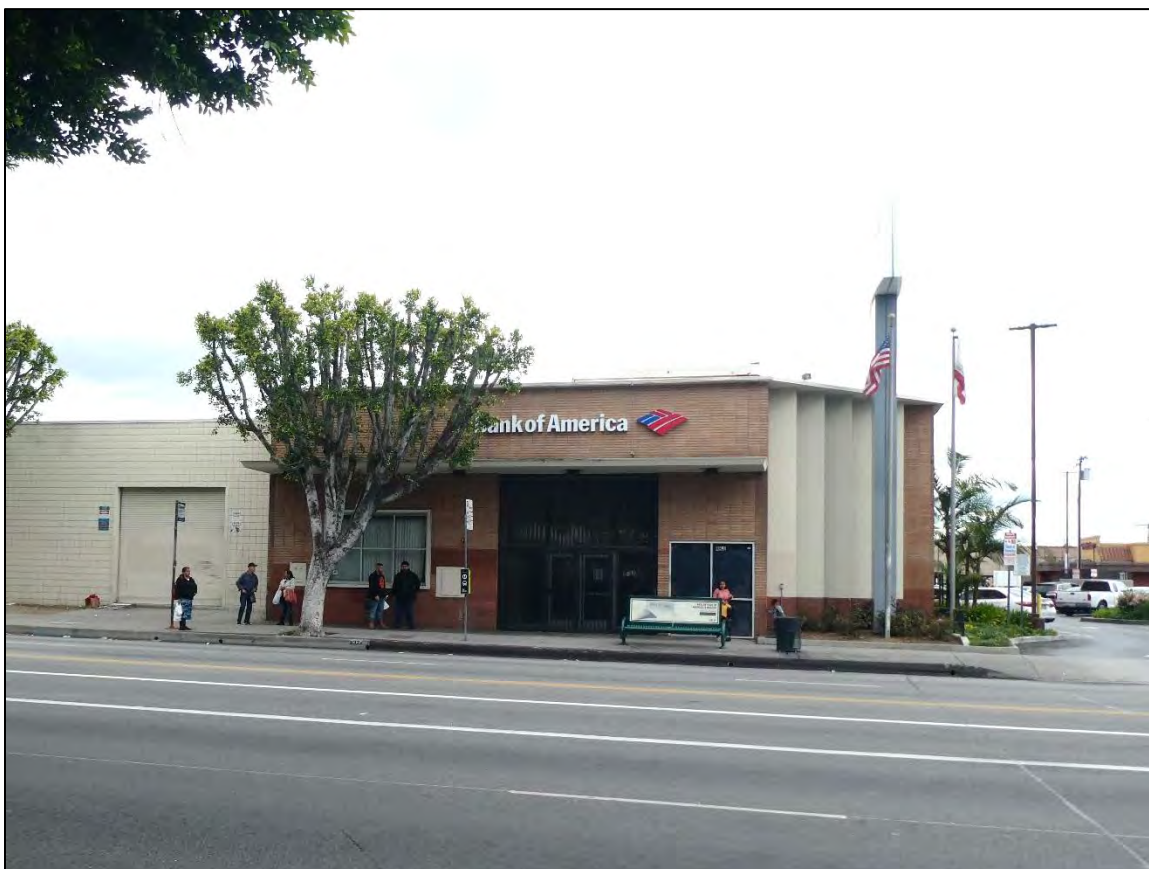
*(vii.) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

The property is not presently under Federal ownership and therefore will not be transferred, leased, or sold out of Federal ownership as a result of the operation of an LRT; therefore, this criterion of adverse effect does not apply.



## 5.2.3 8324 Van Nuys Boulevard

Figure 5-8: 8324 Van Nuys Boulevard, view looking east



Source: GPA, 2019.

*(i.) Physical destruction of or damage to all or part of the property;*

The operation of an LRT will not involve destruction or damage to any part of the historic property. The 2018 FTA Manual for Noise and Vibration Impact Assessment states, "... it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the [Right-of-Way] may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure." The proposed Roscoe Station platform is located approximately 35 feet away from the historic building (see **Figure 5-9**). The track is approximately 30 feet away. Original building permits for the building (LADBS Permit No. VN14769, 1951) indicate that the building is constructed out of masonry. A Sanborn Fire Insurance Map from 1955 (Los Angeles Vol. 42, Sheet 4505) provides additional detail, indicating that the building is of reinforced masonry construction with a steel truss roof. As such, the building would not be considered fragile. At this distance, the building is unlikely to be damaged by operational vibrations, based on the guidance provided in the FTA manual. Therefore, this criterion of adverse effect does not apply.



**Figure 5-9: Proposed Roscoe Station location (circled) in relation to 8324 Van Nuys Boulevard (indicated with red arrow)**



Source: KOA, Google Earth, 2019.

- (ii.) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;*

The operation of an LRT will not involve the alteration of the historic property using any of the approaches listed above. Therefore, this criterion of adverse effect does not apply.

- (iii.) Removal of the property from its historic location;*

The operation of an LRT will not involve the removal of the historic property from its historic location. Therefore, this criterion of adverse effect does not apply.

- (iv.) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;*

The operation of an LRT will not involve a change in the historic property's use. Therefore, the first aspect of this criterion of adverse effect does not apply.

The property is significant for its association with the development of the Panorama City suburb as one of the amenities for the planned community (Criterion A/1). It retains integrity of location, design, materials, workmanship, feeling, and association. The most relevant aspects of integrity necessary for the property to convey its historic significance are location, design, feeling, and association because it was determined eligible for its association with Panorama City as an amenity for residents within a commercial corridor along Van Nuys Boulevard.

As discussed in **Section 4.3.4**, the integrity of its setting has already been diminished by continued development in the area and alterations to surrounding properties. The property is

located in a dense urban area with existing transit service and other vehicular traffic, and streetscape elements such as overhead power lines, billboards, bus stops, lighting, and other transportation infrastructure exist in the area immediately surrounding the property. Furthermore, the property's setting is not an essential aspect of integrity for the property to convey its historic significance. The introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity of setting in such a way that it would no longer be eligible for the NRHP, and all other aspects of integrity would remain unchanged. The property's historic significance would still be conveyed by its remaining physical features that illustrate its historic associations, including its commercial design and most importantly its proximity to the Panorama City subdivision and location along Van Nuys Boulevard. Therefore, the LPA would not cause an adverse effect on this historic property's setting.

*(v.) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*

Under the LPA, the proposed Roscoe Station would be constructed along Van Nuys Boulevard, between its intersections with Roscoe and Chase Streets (see **Figure 5-9**). Atmospheric and audible impacts to historic properties are generally rare; they typically occur in instances where an especially rural or quiet setting is a character-defining feature of the property, such as an isolated resource or place of worship. That is not the case for the historic building, as it is located in a densely urban environment with numerous vehicular and bus traffic; therefore, this aspect of this criterion does not apply.

The historic building is significant for its association with the development of the Panorama City subdivision (A/1). It retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of setting has already been diminished by continued development in the area and alterations to surrounding properties. However, its significance is conveyed by its remaining physical features that illustrate its historic use, such as its commercial design and proximity to the Panorama City subdivision. The most important aspects of integrity that are necessary for this property to convey its historic significance is location, design, feeling and association, as this building was a planned amenity for the nearby Panorama City subdivision.

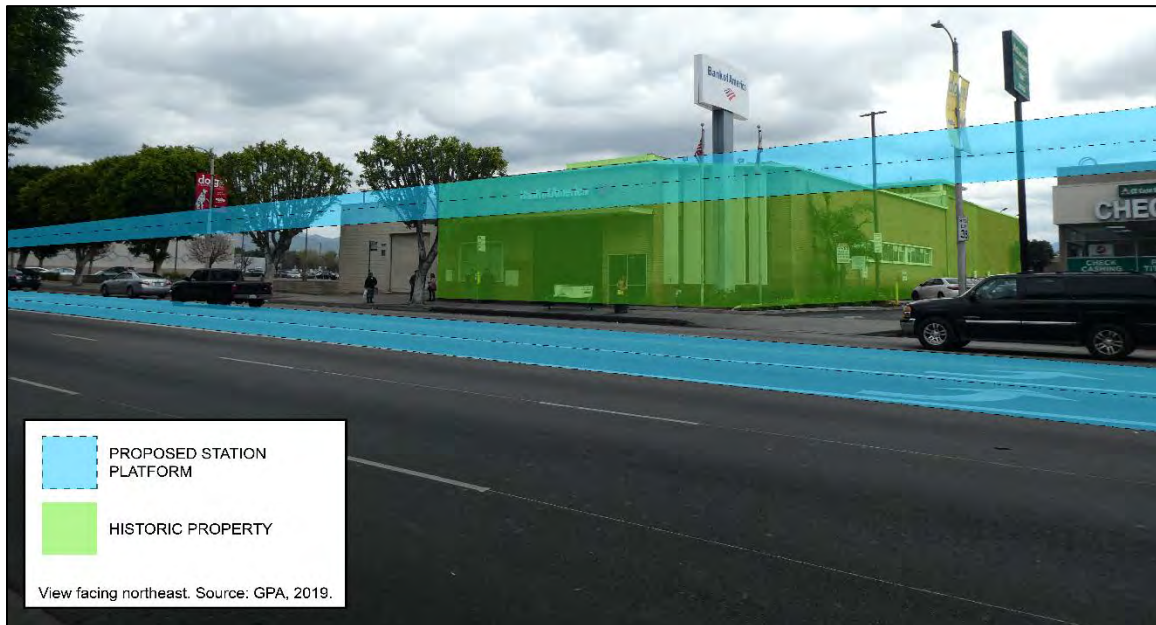
While the proposed project involves the introduction of a new visual feature (Roscoe Station platform and supporting facilities) and continued operation of an LRT, this will not affect the property's integrity in such a way that it would no longer be eligible for the NRHP or CRHR. The primary view of the building from the west side (opposite side) of Van Nuys Boulevard would be partially obscured by the proposed Roscoe station platform; however, the platform primarily consists of vertical supports and a canopy structure, meaning that pedestrians walking on the west side of Van Nuys as well as drivers traveling southbound would still be able to see the building through the platform, unless there is an LRT vehicle temporarily stopped at the platform (see **Figure 5-10** and **Figure 5-11**). The building would still be fully visible from the east side of Van Nuys Boulevard. The property will remain in its original location along Van Nuys Boulevard, which made up a part of the planned commercial strip for Panorama City. The property will remain physically unchanged, and therefore will retain its integrity of location, design, materials, workmanship, feeling and association. Therefore, the LPA would not cause an adverse audible, visual or atmospheric effect on this historic property.

**Figure 5-10: Example of Visibility through existing LRT Platform (Metro Expo Line, Expo/Vermont Station)**



Source: Google, 2019. For illustrative purposes only; features and dimensions of LPA platforms may vary.

**Figure 5-11: Potential view of proposed Roscoe Station platform in relation to 8324 Van Nuys Boulevard**



Source: GPA, 2019. For illustrative purposes only; features and exact dimensions of constructed LPA platforms may vary.



*(vi.) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*

The operation of an LRT will not directly cause the neglect and subsequent deterioration of the historic property. Therefore, this criterion of adverse effect does not apply.

*(vii.) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

The property is not presently under Federal ownership and therefore will not be transferred, leased, or sold out of Federal ownership as a result of the operation of an LRT; therefore, this criterion of adverse effect does not apply.

## 5.2.4 6353 Van Nuys Boulevard

Figure 5-12: 6353 Van Nuys Boulevard, view looking west

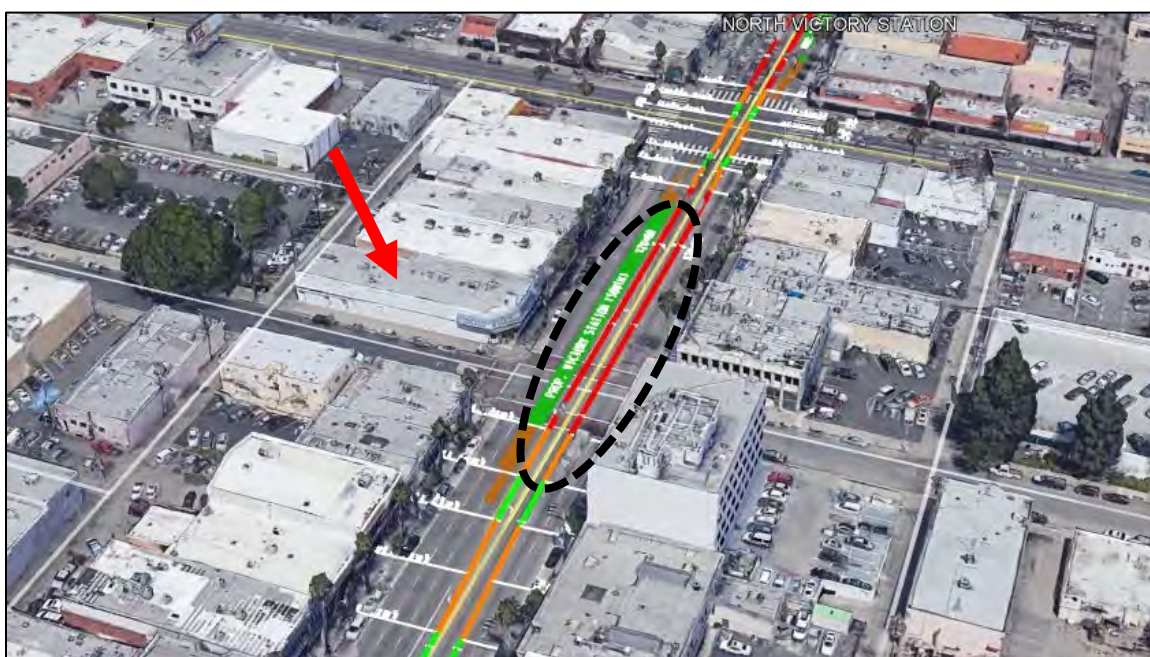


Source: GPA, 2019.

*(i.) Physical destruction of or damage to all or part of the property;*

The operation of an LRT will not involve destruction or damage to any part of the historic property. The 2018 FTA Manual for Noise and Vibration Impact Assessment states, "... it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the Right-of-Way may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure." The proposed South Victory Station platform is located approximately 35 feet away from the historic building (see **Figure 5-13**). The track is approximately 30 feet away. Original building permits for the building (LADBS Permit No. 819, 1938) indicate that the building is constructed out of reinforced concrete and would therefore not be considered fragile. At this distance, the building is unlikely to be damaged by operational vibrations, based on the guidance provided in the FTA manual. Therefore, this criterion of adverse effect does not apply.

**Figure 5-13: Proposed South Victory Station location (circled) in relation to 6353 Van Nuys Boulevard (indicated with red arrow)**



Source: KOA, Google Earth, 2019.

*(ii.) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;*

The operation of an LRT will not involve the alteration of the historic property using any of the approaches listed above. Therefore, this criterion of adverse effect does not apply.

*(iii.) Removal of the property from its historic location;*

The operation of an LRT will not involve the removal of the historic property from its historic location. Therefore, this criterion of adverse effect does not apply.

*(iv.) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;*

The operation of an LRT will not involve a change in the historic property's use. Therefore, the first aspect of this criterion of adverse effect does not apply.

The historic building is significant for representing early commercial development in the San Fernando Valley as well as for its Streamline Moderne architecture (Criterion A/1 and C/3). It retains integrity of location, design, workmanship, feeling, and association. The most relevant aspects of integrity that are necessary for the property to convey its significance under Criterion A/1 are design, feeling, association, and its location along Van Nuys Boulevard. The most relevant aspects of integrity under Criterion C/3 are its design, workmanship, and feeling.

As discussed in **Section 4.3.3**, the integrity of setting has already been diminished by continued development in the area and alterations to surrounding properties. The property is located in a dense urban area with existing transit service and other vehicular traffic, and streetscape elements such as overhead power lines, billboards, bus stops, lighting, and other transportation infrastructure exist in the area immediately surrounding the property. Furthermore, the property's setting is not an essential aspect of integrity for the property to convey its significance. The introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity of setting in such a way that it would no longer be eligible for the NRHP, and all other aspects of integrity would remain unchanged. The property's historic significance would still be conveyed by its remaining physical features that illustrate its historic use and architectural style, including its location along Van Nuys Boulevard, the large display windows that would allow passersby to see the products for sale, the vertical pylon that would increase the visibility of the store's signage, and use of incised geometric ornament and the remaining surrounding low-rise commercial buildings. Although many have been physically altered, their massing and proximity are the same. Therefore, this alternative would not cause an adverse effect on this historic property's setting.

*(v.) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*

Under the LPA, the proposed South Victory Station would be constructed along Van Nuys Boulevard, between its intersection with Victory Boulevard and Friar Street (see **Figure 5-13**). Atmospheric and audible impacts to historic properties are generally rare; they typically occur in instances where an especially rural or quiet setting is a character-defining feature of the property, such as an isolated resource or place of worship. That is not the case for this historic building as it is located along a busy corridor within a dense urban environment with vehicular and bus traffic; therefore, this aspect of this criterion does not apply.

The historic building is significant for representing early commercial development in the San Fernando Valley as well as for its Streamline Moderne architecture (Criterion A/1 and C/3). It retains integrity of location, design, workmanship, feeling, and association. The integrity of setting has already been diminished by continued development in the area and alterations to surrounding properties. The most relevant aspects of integrity that are necessary for the property to convey its significance under Criterion A are its design, workmanship, feeling, association, and location along Van Nuys Boulevard, and the most relevant aspects of integrity under Criterion C/3 are its design, workmanship, feeling and association.

While the proposed project involves the introduction of a new visual feature (South Victory Station and supporting facilities) and continued operation of an LRT, this will not affect the property's integrity in such a way that it would no longer be eligible for the NRHP and CRHR. The primary view of the building from the east side of Van Nuys Boulevard would be partially obscured by the proposed South Victory station platform; however, the platform primarily consists of the platform itself, vertical supports, and a canopy structure, meaning that pedestrians walking on the east side (opposite side) of Van Nuys, as well as drivers traveling northbound, would still be able to see the building, unless there is an LRT vehicle temporarily stopped at the platform (see **Figure 5-14** and **Figure 5-15**). The building would still be fully visible from the west side of Van Nuys Boulevard. It would still remain in its original location along the commercial corridor of Van Nuys Boulevard. The building would remain physically unchanged, and would, therefore, retain its integrity of design, workmanship, feeling, and association. Therefore, the LPA would not cause an adverse audible, visual, or atmospheric effect on this historic property.

*(vi.) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*

The operation of an LRT will not directly cause the neglect and subsequent deterioration of the property. Therefore, this criterion of adverse effect does not apply.

*(vii.) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

The property is not presently under Federal ownership and therefore will not be transferred, leased, or sold out of Federal ownership as a result of the operation of an LRT. Therefore, this criterion of adverse effect does not apply.

**Figure 5-14: Example of visibility through existing LRT Platform (Metro Expo Line, Expo/Vermont Station)**





Source: Google, 2019. For illustrative purposes only; features and dimensions of LPA platforms may vary.

**Figure 5-15: Potential view of proposed South Victory Station platform in relation to 6353 Van Nuys Boulevard**



Source: GPA, 2019. For illustrative purposes only; features and exact dimensions of constructed LPA platforms may vary.

## 5.2.5 14601 Aetna Street

**Figure 5-16: 14601 Aetna Street, view looking north**

Source: GPA, 2019.

*(i.) Physical destruction of or damage to all or part of the property;*

The operation of an LRT will not involve destruction or damage to any part of the historic property. The 2018 FTA Manual for Noise and Vibration Impact Assessment states, "... it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the [Right-of-Way] may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure."<sup>7</sup> The proposed Metro Orange Line Station is located approximately 200 feet away from the historic building (see **Figure 5-17**). The track is approximately 80 feet away. Original building permits for the building (LADBS Permit No. 33896, 1937) indicate that the building is constructed out of reinforced concrete and would therefore not be considered fragile. At this distance, the building is unlikely to be damaged by operational vibrations, based on the guidance provided in the FTA manual. Therefore, this criterion of adverse effect does not apply.

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<sup>7</sup> Ibid.



**Figure 5-17: Proposed Metro Orange Line Station location (circled) in relation to 14601 Aetna Street (indicated with red arrow)**



Source: KOA, Google Earth, 2019.

*(ii.) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;*

The operation of an LRT will not involve the alteration of the historic property using any of the approaches listed above. Therefore, this criterion of adverse effect does not apply.

*(iii.) Removal of the property from its historic location;*

The operation of an LRT will not involve the removal of the historic property from its historic location. Therefore, this criterion of adverse effect does not apply.

*(iv.) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;*

The operation of an LRT will not involve a change in the historic property's use. Therefore, the first aspect of this criterion of adverse effect does not apply.

The property is significant as a rare example of a pre-World War II DWP facility in the San Fernando Valley (Criterion A/1) and for its PWA Moderne architecture (Criterion C/3). It retains integrity of location, design, materials, workmanship, feeling, and association. The most relevant aspects of integrity that are necessary for the property to convey its significance under Criterion A/1 are its design, workmanship, feeling, association and location within an industrial area, and the most relevant aspects under Criterion C/3 are its design, workmanship, feeling and materials.

As discussed in **Section 4.3.1**, the integrity of setting has already been diminished by the removal of the Southern Pacific Railroad alignment that has since been repurposed as the Metro Orange Line bus way. The property is located in an industrial area. Streetscape elements such as overhead power lines, streetlighting and other transportation infrastructure already exist in the area immediately surrounding the property. Furthermore, the property's setting is not an essential aspect of integrity for the property to convey its significance. The integrity of setting has already been diminished by continued development in the area and changes to surrounding properties, particularly to the adjacent railroad line. Rather, its significance is conveyed by its remaining physical features that illustrate its historic use, such as its location in an industrial area, its PWA Moderne design that reflects the DWP building program, and the Los Angeles City seal above its main entrance. Therefore, the introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity of setting in such a way that it would no longer be eligible for the NRHP and CRHR. In fact, the reintroduction of a rail line along a portion of the Metro Orange Line bus way would be more in keeping with the building's original setting, which was along a segment of railroad. All other aspects of integrity would remain unchanged.

*(v.) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*

Under the LPA, the proposed Metro Orange Line Station would be constructed along the existing Metro Orange Line bus way, between its intersections with Vesper Avenue and Van Nuys Boulevard (see **Figure 5-17**). Atmospheric and audible impacts to historic properties are generally rare; they typically occur in instances where an especially rural or quiet setting is a character-defining feature of the property, such as an isolated resource or place of worship. That is not the case for this historic building because it is already located within a densely industrial area with lots of freight vehicles passing by; therefore, this aspect of this criterion does not apply.

The historic building is significant as a rare example of a pre-World War II DWP facility in the San Fernando Valley (Criterion A/1) and for its PWA Moderne architecture (Criterion C/3). It

retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of setting has already been diminished by the removal of the Southern Pacific Railroad alignment that has since been repurposed as the Metro Orange Line bus way and alteration of adjacent buildings. It is not located within a historic district. However, its significance is conveyed by its remaining physical features that illustrate its historic use, its PWA Moderne design that reflects the DWP building program, and the Los Angeles City seal above its main entrance. These features would not be affected by the project. Therefore, the introduction of the new LRT station, supporting facilities, and its continued operation would not diminish the property's integrity of setting in such a way that it would no longer be eligible for the NRHP and CRHR, and all other aspects of integrity would remain unchanged. The primary views of the building from the south along Aetna Street and the east along Vesper Avenue would not be obscured by the proposed LRT station, as it would be located approximately 200 feet behind the historic building (see **Figure 5-18** and **Figure 5-19**). Therefore, the LPA would not cause an adverse atmospheric, audible or visual effect on this historic property.

*(vi.) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*

The operation of an LRT will not directly cause the neglect and subsequent deterioration of the historic property. Therefore, this criterion of adverse effect does not apply.

*(vii.) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

The property is not presently under Federal ownership and therefore will not be transferred, leased, or sold out of Federal ownership as a result of the operation of an LRT. Therefore, this criterion of adverse effect does not apply.



**Figure 5-18: View from 14601 Aetna Street, looking toward approximate proposed Metro Orange Line Station location (indicated with yellow arrow)**



Source: GPA, 2019.

**Figure 5-19: View from approximate proposed Metro Orange Line Station location, looking towards 14601 Aetna Street (indicated with red arrow)**



Source: GPA, 2019.

## 5.3 Conditions Proposed to Minimize Effects on Unrecorded Archaeological Resources

**Cultural Resources Monitoring and Data Recovery Plan:** Previous ground disturbance at station and sidewalk locations has likely destroyed subsurface archaeological resources. This suggests that there is a low potential for ground-disturbing activities associated with the LPA to expose and affect previously unknown significant cultural resources, including archeological resources. However, there is still a possibility that archaeological materials may be exposed during construction. Grading and trenching, as well as other ground-disturbing activities, have the potential to damage or destroy previously unidentified and potentially significant archeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact or adverse effect on the historic resource. To address this issue, a CRMDP was developed which outlines additional archaeological monitoring that will take place during ground-disturbing construction activities. This investigation and monitoring will ensure the identification of any remaining archaeological resources in the project area. In the event that previously unrecorded archaeological resources are identified as a result of these efforts, the CRMDP identifies additional studies which will be required, in consultation with consulting parties and SHPO, to evaluate and address potential project effects on these resources. The complete CRMDRP is included as an Attachment to this report. The CRMDP would reduce or avoid potential adverse effects on archeological resources. And incorporates specifications of the environmental document Mitigation Measure MM AR-1.

**MM-AR-1:** Within site areas and a 50-foot buffer zone around ground-disturbing activities, monitoring by a qualified archaeologist and culturally affiliated Native American shall be conducted within the project APE during all initial ground-disturbing activities. If, during cultural resources monitoring, the archaeologist determines that the sediments being excavated have been previously disturbed and are unlikely to contain significant cultural materials, the archaeologist shall request that monitoring be reduced or eliminated. If buried cultural resources such as flaked or ground stone, historic debris, or human remains are inadvertently discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find. Metro will notify the FTA, ACHP, and SHPO of those actions that it proposes to avoid, minimize, or mitigate adverse effects. Treatment measures for items that are not associated with human remains typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. Consulting parties will have 48 hours to provide their views on the proposed actions. The FTA will ensure that timely filed recommendations of consulting parties are taken into account prior to granting approval of the measures that Metro will implement to resolve adverse effects. Metro shall carry out the approved measures prior to resuming construction activities in the location of the discovery.



### 6.1 Summary of Effects

Five built-environment properties have the potential to be indirectly affected by the LPA due to the introduction of new light rail stops in their vicinity. Therefore, the FTA has applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5 on all identified historic properties within the APE and has determined that the proposed Undertaking would not cause an adverse effect on any built environment historic properties within the APE. . SHPO concurred with the finding of No Adverse Effect to built environment historic properties within the APE on August 29, 2019 (FTA\_2013\_0311\_001).

A previously recorded archaeological site, CA-LAN-2681, is located partially within the APE. The site is not considered a historic property under Section 106 of the NHPA. However, the site vicinity maintains increased sensitivity for intact buried cultural materials, therefore a finding of No Adverse Effect with conditions (the preparation of a Cultural Resources Monitoring and Data Recovery Plan) is proposed for the site. To ensure that undiscovered archaeological resources are not affected during project construction, FTA and Metro have prepared a detailed Cultural Resources Monitoring and Data Recovery Plan and have developed MM-AR-1, Archaeological Monitoring, to be implemented during construction, as part of the project's environmental document.

## 7.1 Qualifications of Preparers

This Finding of No Adverse Effect Report was prepared by GPA Consulting and ICF International for METRO on behalf of the FTA. Consultants Andrea Galvin, Laura O’Neill and Amanda Duane of GPA Consulting prepared the historic built environment sections of the Historic Property Evaluation Report and Cultural Resources Identification Report and Stephen Bryne of ICF prepared the archaeological sections of the report.

Ms. Galvin, Principal Architectural Historian with GPA Consulting, has been practicing architectural history in California since 1996. She earned her Bachelor of Arts degree in Environmental Design from the University of California, Davis, her Master of Science degree in Historic Preservation from the University of Pennsylvania, and a Certificate in Preservation Planning from Istanbul Technical University, Turkey. Ms. Galvin spent five years working for Caltrans as an Associate Environmental Planner (Architectural History), three years with the California Department of Parks and Recreation and two years reviewing historic architectural reports at the Office of Historic Preservation. Ms. Galvin managed the project, prepared the final reports and peer-reviewed the inventory forms for the project. Ms. Galvin meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History as outlined in 36 CFR Part 63.

Ms. O’Neill, Senior Architectural Historian with GPA Consulting, has been practicing in California since 2008. She earned her Bachelor of Arts degree in Political Science from Lehigh University in Bethlehem, Pennsylvania and her Master of Architecture degree from the California State Polytechnic University, Pomona with a concentration in historic properties. Ms. O’Neill prepared photo simulations and the APE Maps for the project, assisted with fieldwork, and peer-reviewed inventory forms. Ms. O’Neill meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History as outlined in 36 CFR Part 63.

Ms. Duane, Architectural Historian with GPA Consulting, has been practicing in California since 2011. She earned her Bachelor of Fine Arts degree in Historic Preservation from the Savannah College of Art and Design in Savannah, Georgia. Ms. Duane conducted fieldwork for the project, prepared inventory forms and prepared the draft technical study and impacts analysis for this report. Ms. Duane meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History as outlined in 36 CFR Part 63.

Mr. Bryne, Senior Archaeologist, ICF, has been practicing archaeology in California since 1991. He earned a Bachelor of Arts degree in Anthropology from Florida State University and a Master of Science degree in Anthropology from Florida State University. Mr. Bryne is a Registered Professional Archaeologist and he meets the Secretary of Interior’s Professional Qualifications Standards for Prehistoric Archaeology as outlined in 36 CFR Part 63.

## 7.2 References Cited

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- 2001 Draft Final Archaeological Monitoring Along the Pacific Pipeline. Report prepared for Pacific Pipeline Systems LLC, Long Beach, California. Report prepared by Science Applications International Corporation, Santa Barbara, California.

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