

Year built: 1924  
 Property type/sub type: Industrial-Storage; Warehouse  
 Architectural style: Vernacular; Neoclassical



Primary Address: 1516-1568 E Industrial St; 668 S Alameda St  
 Type: Non-Contributor  
 Year built: 1980  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 405 S MATEO ST  
 Other Address: 1025 E 4TH PL  
 1056 E 4TH ST  
 Type: Contributor  
 Year built: 1924  
 Property type/sub type: Industrial-Food Processing; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 581 S MATEO ST  
 Other Address: 555 S MATEO ST  
 1248 E PALMETTO ST  
 1262 E PALMETTO ST  
 Type: Non-Contributor  
 Year built: 0  
 Property type/sub type: Other; Vacant Lot  
 Architectural style: Not Applicable



Primary Address: 581 S MATEO ST  
 Other Address: 555 S MATEO ST  
 1248 E PALMETTO ST  
 1262 E PALMETTO ST  
 Type: Non-Contributor  
 Year built: 1970  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 635 S MATEO ST  
 Type: Contributor

Year built: 1929  
 Property type/sub type: Commercial-Office; Low Rise  
 Architectural style: Romanesque Revival; Gothic Revival



Primary Address: 647 S MATEO ST  
 Type: Non-Contributor  
 Year built: 2000  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 695 S MATEO ST  
 Other Address: 1935 E 7TH ST  
 Type: Non-Contributor  
 Year built: 1980  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 511-513 S Molina St  
 Type: Non-Contributor  
 Year built: 1940  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 407 S MOLINO ST  
 Other Address: 405 S MOLINO ST  
 409 S MOLINO ST  
 Type: Contributor  
 Year built: 1930  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 415 S MOLINO ST  
 Other Address: 417 S MOLINO ST

Type: Contributor  
 Year built: 1922  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 423 S MOLINO ST  
 Type: Non-Contributor  
 Year built: 1990  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 435 S MOLINO ST  
 Other Address: 429 S MOLINO ST  
 Type: Non-Contributor  
 Year built: 1950  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 437 S MOLINO ST  
 Type: Non-Contributor  
 Year built: 2006  
 Property type/sub type: Commercial-Auto Related; Parking Structure  
 Architectural style: No style



Primary Address: 500 S MOLINO ST  
 Other Address: 530 S MOLINO ST  
 Type: Contributor  
 Year built: 1923  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 500 S MOLINO ST

Other Address: 530 S MOLINO ST  
 Type: Non-Contributor  
 Year built: 1923  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 500 S MOLINO ST  
 Other Address: 530 S MOLINO ST  
 Type: Contributor  
 Year built: 1923  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 500 S MOLINO ST  
 Other Address: 530 S MOLINO ST  
 Type: Contributor  
 Year built: 1923  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 515 S MOLINO ST  
 Other Address: 527 S MOLINO ST  
 549 S MOLINO ST  
 Type: Contributor  
 Year built: 1920  
 Property type/sub type: Industrial-Manufacturing; Factory  
 Architectural style: Vernacular



Primary Address: 515 S MOLINO ST  
 Other Address: 527 S MOLINO ST  
 549 S MOLINO ST  
 Type: Contributor  
 Year built: 1940  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 527 S MOLINO ST

Other Address: 515 S MOLINO ST  
549 S MOLINO ST

Type: Contributor  
Year built: 1920  
Property type/sub type: Industrial; Other  
Architectural style: Vernacular



Primary Address: 1140 E PALMETTO ST

Other Address: 1134 E PALMETTO ST  
1148 E PALMETTO ST  
1154 E PALMETTO ST  
1160 E PALMETTO ST

Type: Non-Contributor  
Year built: 2000  
Property type/sub type: Infrastructure-Water & Power; Utility Building (Water, Electrical Power, Natural Gas)  
Architectural style: Other



Primary Address: 1212 E PALMETTO ST

Type: Non-Contributor  
Year built: 2000  
Property type/sub type: Infrastructure-Water & Power; Utility Building (Water, Electrical Power, Natural Gas)  
Architectural style: Other



Primary Address: 1238 E PALMETTO ST

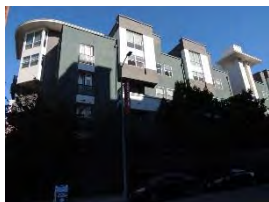
Other Address: 1226 E PALMETTO ST  
1234 E PALMETTO ST  
1236 E PALMETTO ST  
1240 E PALMETTO ST

Type: Contributor  
Year built: 1926  
Property type/sub type: Industrial; Other  
Architectural style: Vernacular

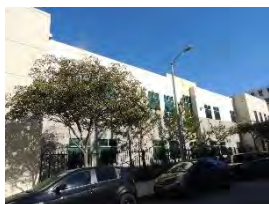


Primary Address: 1248 E PALMETTO ST

Other Address: 1262 E PALMETTO ST  
 Type: Contributor  
 Year built: 1926  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 114 S ROSE ST  
 Other Address: 601 E 2ND ST  
 116 S ROSE ST  
 120 S ROSE ST  
 Type: Non-Contributor  
 Year built: 2008  
 Property type/sub type: Residential-Multi Family; Other  
 Architectural style: Other



Primary Address: 123 S SANTA FE AVE  
 Other Address: 959 E 2ND ST  
 115 S SANTA FE AVE  
 125 S SANTA FE AVE  
 Type: Non-Contributor  
 Year built: 2003  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 201 S SANTA FE AVE  
 Other Address: 956 E 2ND ST  
 960 E 2ND ST  
 Type: Contributor  
 Year built: 1934  
 Property type/sub type: Industrial-Storage; Warehouse  
 Architectural style: Art Deco



Primary Address: 255 S SANTA FE AVE  
 Type: Contributor  
 Year built: 1907  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 406 S SEATON ST

Other Address: 800 E 4TH ST  
402 S SEATON ST

Type: Non-Contributor

Year built: 1974

Property type/sub type: Industrial; Other

Architectural style: Industrial, Utilitarian



Primary Address: 412 S SEATON ST

Type: Contributor

Year built: 1940

Property type/sub type: Industrial; Other

Architectural style: Industrial, Utilitarian



Primary Address: 426 S SEATON ST

Type: Contributor

Year built: 1925

Property type/sub type: Industrial; Other

Architectural style: Industrial, Utilitarian



Primary Address: 440 S SEATON ST

Other Address: 431 S COLYTON ST  
433 S COLYTON ST  
439 S COLYTON ST  
441 S COLYTON ST  
432 S SEATON ST  
436 S SEATON ST

Type: Contributor

Year built: 1920

Property type/sub type: Industrial; Other

Architectural style: Vernacular



Primary Address: 516 S SEATON ST

Other Address: 1100 E 5TH ST  
506 S SEATON ST  
512 S SEATON ST  
522 S SEATON ST

Type: Non-Contributor

Year built: 1930

Property type/sub type: Industrial; Other

Architectural style: Industrial, Utilitarian



Primary Address: 528 S SEATON ST

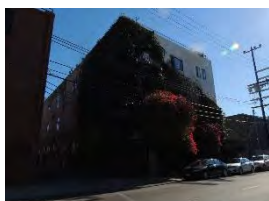
Other Address: 530 S SEATON ST  
 Type: Non-Contributor  
 Year built: 1985  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 547 S SEATON ST  
 Type: Non-Contributor  
 Year built: 1963  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 629 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 2007  
 Property type/sub type: Residential-Multi Family; Other  
 Architectural style: Other



Primary Address: 120 S VIGNES ST  
 Type: Contributor  
 Year built: 1915  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 124 S VIGNES ST  
 Other Address: 941 E 2ND ST  
 126 S VIGNES ST  
 Type: Non-Contributor  
 Year built: 1907  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 1205 E WHOLESALE ST



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Other Address: 635 S MILL ST  
639 S MILL ST  
1210 E PRODUCE ST  
1219 E PRODUCE ST  
1221 E PRODUCE ST  
1229 E PRODUCE ST  
1233 E PRODUCE ST  
1239 E PRODUCE ST  
1244 E PRODUCE ST  
1246 E PRODUCE ST  
1247 E PRODUCE ST  
1248 E PRODUCE ST  
1250 E PRODUCE ST  
1252 E PRODUCE ST  
1254 E PRODUCE ST  
1256 E PRODUCE ST  
1258 E PRODUCE ST  
1260 E PRODUCE ST  
1262 E PRODUCE ST  
1264 E PRODUCE ST  
1270 E PRODUCE ST  
1280 E PRODUCE ST  
1290 E PRODUCE ST  
1301 E PRODUCE ST  
1307 E PRODUCE ST  
1313 E PRODUCE ST  
1317 E PRODUCE ST  
1331 E PRODUCE ST  
1351 E PRODUCE ST  
1361 E PRODUCE ST  
1211 E WHOLESale ST  
1215 E WHOLESale ST  
1219 E WHOLESale ST  
1221 E WHOLESale ST  
1225 E WHOLESale ST  
1301 E WHOLESale ST  
1305 E WHOLESale ST  
1311 E WHOLESale ST  
1317 E WHOLESale ST  
1321 E WHOLESale ST

Type: Non-Contributor

Year built: 1968

Property type/sub type: Industrial-Agricultural; Produce Market

Architectural style: Industrial, Utilitarian

**Name: New Chinatown Historic District**



**Description:**

TO BE ADDED

**Significance:**

TO BE ADDED



**New Chinatown  
Historic  
District**

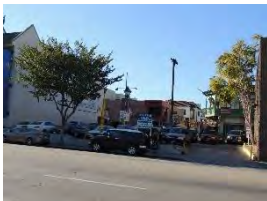
**Context 1:**

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Identity, 1850-1980
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	Historic District
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	TO BE ADDED

**Context 2:**

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Exotic Revivals, 1900-1980
Sub theme:	East Asian Eclectic, 1938-1980
Property type:	Commercial - District
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	TO BE ADDED

**Contributors/Non-Contributors:**



Primary Address: Between 943 Broadway and 933 Broadway  
 Type: Non-Contributor  
 Year built: 0  
 Property type/sub type: Other; Parking Lot  
 Architectural style: Not Applicable



Primary Address: 425 W GIN LING WAY  
 Other Address: 951 N BROADWAY  
 405 W GIN LING WAY  
 407 W GIN LING WAY  
 409 W GIN LING WAY  
 951 N NORTH BROADWAY  
 Type: Contributor  
 Year built: 1939  
 Property type/sub type: Public Places; Other  
 Architectural style: East Asian Eclectic



Primary Address: 425 W GIN LING WAY

Other Address: 951 N BROADWAY  
405 W GIN LING WAY  
407 W GIN LING WAY  
409 W GIN LING WAY  
951 N NORTH BROADWAY

Type: Contributor

Year built: 1940

Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential

Architectural style: East Asian Eclectic



Primary Address: 428 W GIN LING WAY

Type: Contributor

Year built: 1940

Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential

Architectural style: East Asian Eclectic



Primary Address: 436 W GIN LING WAY

Other Address: 432 W GIN LING WAY  
452 W GIN LING WAY  
454 W GIN LING WAY  
456 W GIN LING WAY  
954 N MEI LING WAY

Type: Contributor

Year built: 1938

Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential

Architectural style: East Asian Eclectic



Primary Address: 445 W GIN LING WAY

Other Address: 437 W GIN LING WAY  
441 W GIN LING WAY  
451 W GIN LING WAY

Type: Contributor

Year built: 1938

Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential

Architectural style: East Asian Eclectic



Primary Address: 475 W GIN LING WAY

Other Address: 473 W GIN LING WAY  
 Type: Contributor  
 Year built: 1938  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: East Asian Eclectic



Primary Address: 938 N HILL ST  
 Other Address: 930 N HILL ST  
 932 N HILL ST  
 936 N HILL ST  
 Type: Contributor  
 Year built: 1941  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: Minimal Traditional; East Asian Eclectic



Primary Address: 944 N HILL ST  
 Other Address: 951 N MEI LING WAY  
 Type: Non-Contributor  
 Year built: 0  
 Property type/sub type: Other; Vacant Lot  
 Architectural style: Not Applicable



Primary Address: 952 N HILL ST  
 Type: Contributor  
 Year built: 1938  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: East Asian Eclectic; Modern, Mid-Century



Primary Address: 954 N HILL ST  
 Type: Contributor  
 Year built: 1948  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: Modern, Mid-Century; East Asian Eclectic



Primary Address: 954 N HILL ST

Type: Contributor  
 Year built: 1938  
 Property type/sub type: Public Places; Other  
 Architectural style: East Asian Eclectic



Primary Address: 954 N HILL ST  
 Type: Contributor  
 Year built: 1960  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: Vernacular; East Asian Eclectic



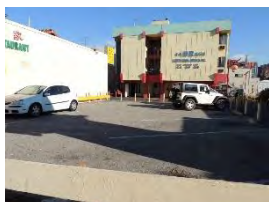
Primary Address: 454 W JUNG JING ROAD  
 Type: Contributor  
 Year built: 1940  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: East Asian Eclectic; Other



Primary Address: 454 W JUNG JING ROAD  
 Type: Contributor  
 Year built: 1940  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: East Asian Eclectic; Modern, Mid-Century



Primary Address: 443 W LEI MIN WAY  
 Type: Non-Contributor  
 Year built: 1948  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: Other



Primary Address: Lei Min Way at Broadway  
 Type: Non-Contributor  
 Year built: 0  
 Property type/sub type: Other; Parking Lot  
 Architectural style: Not Applicable



Primary Address: Lei Min Way at Broadway

Type: Contributor  
 Year built: 1950  
 Property type/sub type: Public Places; Other  
 Architectural style: East Asian Eclectic



Primary Address: Lei Min Way at Hill  
 Type: Contributor  
 Year built: 1950  
 Property type/sub type: Public Places; Other  
 Architectural style: East Asian Eclectic



Primary Address: 934 N MEI LING WAY  
 Other Address: 445 W LEI MIN WAY  
 930 N MEI LING WAY  
 932 N MEI LING WAY  
 Type: Non-Contributor  
 Year built: 1968  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: Modern, Mid-Century; East Asian Eclectic



Primary Address: 940 N MEI LING WAY  
 Type: Contributor  
 Year built: 1940  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: East Asian Eclectic



Primary Address: 946 N MEI LING WAY  
 Other Address: 950 N MEI LING WAY  
 Type: Contributor  
 Year built: 1940  
 Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
 Architectural style: East Asian Eclectic



Primary Address: 931 N NORTH BROADWAY  
 Other Address: 931 N BROADWAY

933 N BROADWAY  
933 N NORTH BROADWAY

Type: Contributor  
Year built: 1960  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: Modern, Mid-Century; East Asian Eclectic



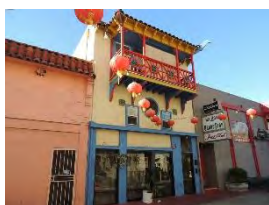
Primary Address: 943 N NORTH BROADWAY  
Other Address: 943 N BROADWAY  
Type: Non-Contributor  
Year built: 1973  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: Moderne, Late



Primary Address: 951 N NORTH BROADWAY  
Other Address: 951 N BROADWAY  
405 W GIN LING WAY  
407 W GIN LING WAY  
409 W GIN LING WAY  
425 W GIN LING WAY  
Type: Contributor  
Year built: 1940  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: East Asian Eclectic



Primary Address: 931-935 Sun Mun Way  
Type: Contributor  
Year built: 1940  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: East Asian Eclectic



Primary Address: 939 N SUN MUN WAY  
Other Address: 937 N SUN MUN WAY  
Type: Contributor  
Year built: 1941  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: East Asian Eclectic



Primary Address: 943 N SUN MUN WAY



Type: Contributor  
Year built: 1942  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: Modern, Mid-Century; East Asian Eclectic



Primary Address: 951 N SUN MUN WAY  
Other Address: 945 N SUN MUN WAY  
947 N SUN MUN WAY  
949 N SUN MUN WAY  
Type: Contributor  
Year built: 1940  
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential  
Architectural style: East Asian Eclectic

**Name: C.B. Van Vorst Co. Manufacturing Plant**

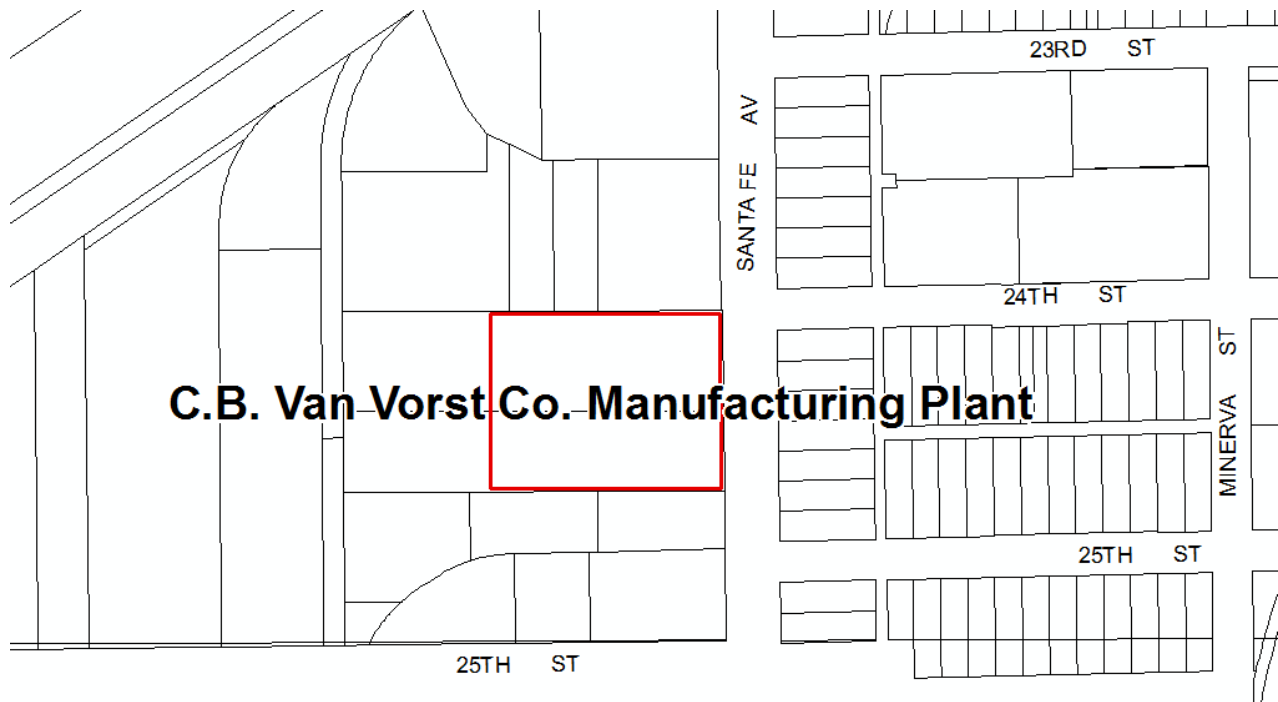


**Description:**

The property located at 2349-2421 S. Santa Fe Avenue is a manufacturing plant consisting of four buildings spanning two industrial parcels. Two buildings front Santa Fe Avenue: the northernmost as a two-story brick factory building; south of the factory building is a storage/showroom building. Both of these buildings are vernacular in style, and feature brick cladding, flat roof with stepped parapets, and tripartite wood and industrial steel sash windows. The factory building also displays an elaborated main entrance and decorative tile on the facade. Alterations include an infilled bay, door replacements, and replacement of some windows. To the rear of the factory building is a mill building, with a gabled roof with stepped parapet, board-and-batten wood siding, and industrial steel sash windows. Behind the storage/showroom building is an assembly building, with a flat roof and parapet, brick cladding, and industrial steel sash windows. The rear buildings are not fully visible from the public right-of-way.

**Significance:**

Excellent and rare example of an early-20th century manufacturing plant in Los Angeles' primary industrial district. This plant was established by the C.B. Van Vorst Co. as a furniture and mattress manufacturing company. The property consists of three industrial buildings -- a factory, a mill, and a storage/showroom building -- constructed in 1916; an assembly building was added in 1924. The factory building was designed by John M. Cooper, who specialized in industrial architecture in the Los Angeles area, notably Globe Mills. Research suggests the Van Vorst Co. remained at the property into the 1950s. This property is now occupied by the Santa Fe Art Colony.



**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of an early-20th century manufacturing plant in Los Angeles' primary industrial district. It is unknown when the Van Vorst Co. vacated this property; more research is needed to determine the period of significance.

**Context 2:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Industrial Design and Engineering, 1887-1965
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	Daylight Factory
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1916 daylight factory building in Los Angeles' primary industrial district. Daylight factories were designed to maximize the amount of light reaching the interior of the building; they are characterized by bays of large industrial sash windows, skylights, or other roof forms that bring in additional light.

**Name: Hills Bros. Office and Warehouse**

**Description:**

The property contains a two-story office building at 635 S Mateo Street, and a large warehouse building at 1380 E 6th Street. The office building is designed in the Romanesque Revival style with Gothic influences. Features include patterned brick cladding; industrial steel sash windows, some set within pointed arches; tile and cast stone detailing; an elaborated main entrance; and a loading dock with a metal awning. The warehouse is a utilitarian building sheathed in corrugated metal, with a gable roof, and steel sash windows. The property is secured by a decorative brick wall with wrought iron gate, and chain-link fencing.

**Significance:**

Excellent example of early-20th century industrial development in Los Angeles' primary industrial district. Developed by Hills Bros. Coffee Co., the office building was constructed in 1929 by San Francisco-based architect George W. Kelham. Kelham designed multiple buildings for Hills Bros. Coffee, including their flagship building situated along the Embarcadero in San Francisco. Hills Bros. Coffee Co. was established in 1882, and was best known for their use of vacuum-sealed tins and jars which made coffee readily available for retail use. The warehouse was added in 1948 and was used to store coffee. The warehouse building was designed by noted local architect Rowland H. Crawford, although this building is not typical of his work.



**Context 1:**

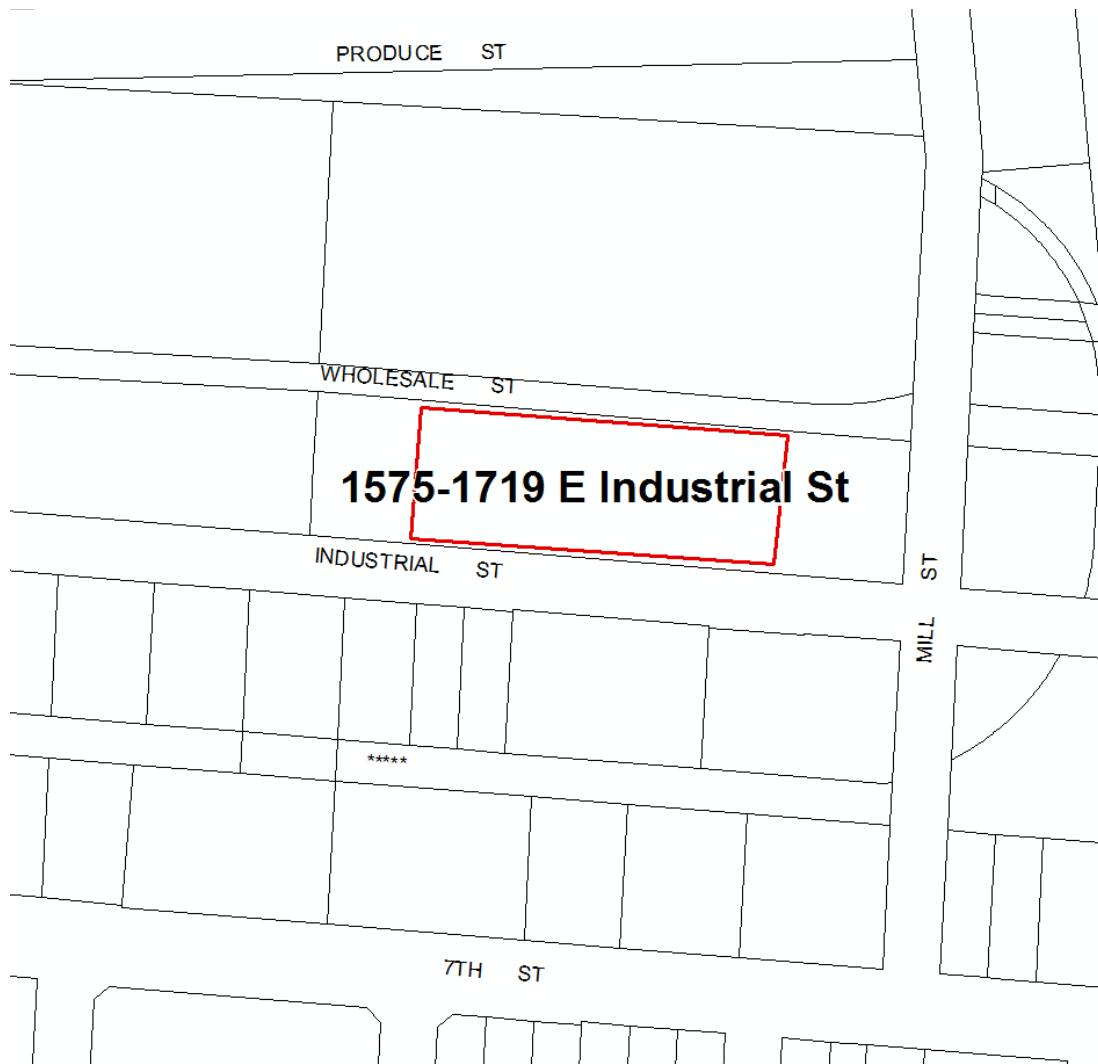
Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of early-20th century industrial development in Los Angeles' primary industrial district, including a 1929 office building and a 1948 warehouse, developed by Hills Bros. Coffee Co. It is unknown when Hills Bros. Coffee vacated this property; more research is needed to determine the period of significance.

**Name: 1575-1719 E Industrial St****Description:**

This property is composed of five attached industrial buildings, set at the sidewalk and lining the north side of Industrial Street. Building features include brick construction; brick and cast stone cladding; flat roofs with flat or stepped parapets; industrial bays with roll-up metal doors; and Classical detailing. The primary building, located at 1701, displays the most elaborate detailing, including segmental arches with keystones, and a date marker that reads "1905." The other buildings feature more restrained decoration, such as pilasters, cornices, decorative brickwork.

**Significance:**

Excellent and rare collection of early-20th century industrial development in Los Angeles' primary industrial area. All of these buildings were developed for C. Leonardt, a contracting company, as general warehouses and storage. The buildings were constructed over time between 1905 and 1929: building at 1701 (1905); building at 1719 (1906); building at 1717 (1913); building at 1575 (1914); and building at 1581 (1919), with an addition to the building at 1757 (1929).



**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare collection of early-20th century industrial development in Los Angeles' primary industrial area.

**Name: John A. Roebling's Sons Company Factory and Warehouse****Description:**

The property at 216 S. Alameda Street contains a three-story brick factory building, and a one-story metal storage building. The factory building features brick cladding with decorative patterned brick on the facade, large industrial steel sash windows, and a corner entrance with an elaborated surround. The storage building is a large metal shed with a gable roof, corrugated metal siding, and large industrial windows.

**Significance:**

Excellent example of an early-20th century factory building and warehouse in Los Angeles' primary industrial district. This factory was built in 1913 for John A. Roebling's Sons Company, a Trenton, New Jersey-based company specializing in manufacturing wire rope and other steel products. The warehouse was added in 1924 and served as a storage building. Roebling's Sons Company was responsible for the steel suspension cables for the Brooklyn Bridge, and for the popular toy, The Slinky. It is unknown when the John A. Roebling's Sons Company left this building; more research is needed to determine the period of significance.





**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	Manufacturing for the Masses, 1883-1989
Theme:	Factories, 1887-1980
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	Factory
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of an early-20th century factory building and warehouse in Los Angeles' primary industrial district. It is unknown when the John A. Roebling's Sons Company left this building; more research is needed to determine the period of significance.

**Name: Los Angeles Industrial District 2**

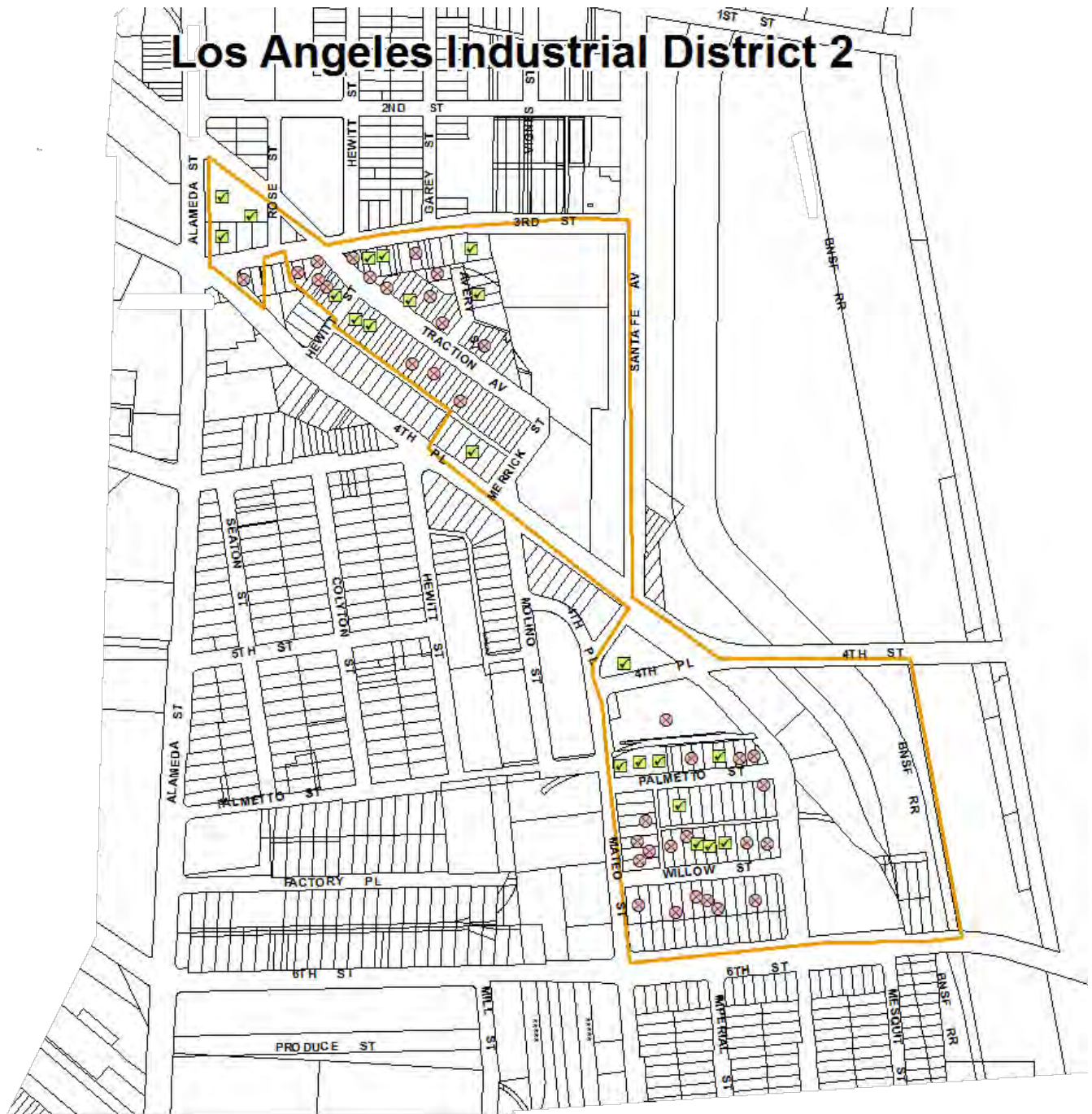
NO PHOTO

**Description:**

TO BE MERGED

**Significance:**

TO BE MERGED



**Contributors/Non-Contributors:**



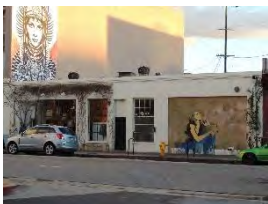
Primary Address: 701 E 3RD ST  
 Other Address: 244 S ALAMEDA ST  
 Type: Contributor  
 Year built: 1924  
 Property type/sub type: Industrial; Other



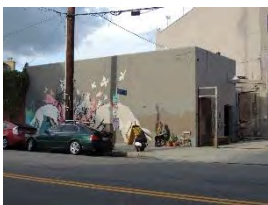
Primary Address: 734 E 3RD ST  
 Other Address: 738 E 3RD ST  
 740 E 3RD ST  
 742 E 3RD ST  
 744 E 3RD ST  
 702 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1946  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 804 E 3RD ST  
 Other Address: 800 E 3RD ST  
 Type: Non-Contributor  
 Year built: 1934  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: No style



Primary Address: 806 E 3RD ST  
 Type: Contributor  
 Year built: 1920  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: Vernacular



Primary Address: 806 E 3RD ST  
 Type: Non-Contributor  
 Year built: 1950  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 812 E 3RD ST  
 Other Address: 810 E 3RD ST  
 818 E 3RD ST  
 Type: Contributor  
 Year built: 1910  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 826 E 3RD ST  
 Type: Non-Contributor  
 Year built: 1950  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 912 E 3RD ST  
 Other Address: 906 E 3RD ST  
 908 E 3RD ST  
 910 E 3RD ST  
 918 E 3RD ST  
 Type: Contributor  
 Year built: 1908  
 Property type/sub type: Industrial-Storage; Warehouse  
 Architectural style: Vernacular



Primary Address: 707 E 4TH PL  
 Other Address: 718 E 3RD ST  
 Type: Non-Contributor  
 Year built: 1991  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1310 E 4TH PL  
 Other Address: 528 S MATEO ST  
 532 S MATEO ST  
 Type: Non-Contributor  
 Year built: 1988  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 947 E 4TH ST  
 Other Address: 953 E 4TH ST  
 957 E 4TH ST  
 Type: Contributor  
 Year built: 1915  
 Property type/sub type: Industrial-Food Processing; Other  
 Architectural style: Moderne, Late



Primary Address: 216 S ALAMEDA ST  
 Other Address: 237 S ROSE ST  
 524 E TRACTION AVE  
 Type: Contributor  
 Year built: 1913  
 Property type/sub type: Industrial-Manufacturing; Factory  
 Architectural style: Vernacular



Primary Address: 216 S ALAMEDA ST  
 Other Address: 237 S ROSE ST  
 524 E TRACTION AVE  
 Type: Contributor  
 Year built: 1924  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 300 S AVERY ST  
 Other Address: 308 S AVERY ST  
 314 S AVERY ST  
 318 S AVERY ST  
 322 S AVERY ST  
 326 S AVERY ST  
 Type: Contributor  
 Year built: 1911  
 Property type/sub type: Industrial-Storage; Public Storage  
 Architectural style: Industrial, Utilitarian



Primary Address: 311 S AVERY ST  
 Type: Non-Contributor  
 Year built: 1950  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 315 S AVERY ST  
 Other Address: 319 S AVERY ST  
 323 S AVERY ST  
 331 S AVERY ST  
 821 E TRACTION AVE  
 823 E TRACTION AVE  
 827 E TRACTION AVE  
 829 E TRACTION AVE  
 833 E TRACTION AVE  
 835 E TRACTION AVE  
  
 Type: Non-Contributor  
 Year built: 1960  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 303 S HEWITT ST  
 Other Address: 305 S HEWITT ST  
 712 E TRACTION AVE  
 714 E TRACTION AVE  
 716 E TRACTION AVE  
  
 Type: Contributor  
 Year built: 1906  
 Property type/sub type: Commercial-Lodging; Hotel  
 Architectural style: Vernacular



Primary Address: 500 S MATEO ST  
 Other Address: 1311 E 4TH PL  
 1321 E 4TH PL  
  
 Type: Contributor  
 Year built: 1940  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



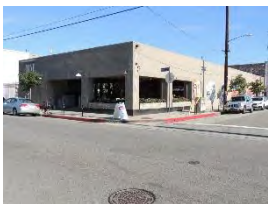
Primary Address: 544 S MATEO ST  
 Other Address: 534 S MATEO ST  
 1305 E PALMETTO ST  
 1313 E PALMETTO ST  
 1315 E PALMETTO ST  
 1317 E PALMETTO ST  
 Type: Contributor  
 Year built: 1908  
 Property type/sub type: Industrial-Building and Construction; Other  
 Architectural style: Vernacular



Primary Address: 564 S MATEO ST  
 Other Address: 554 S MATEO ST  
 560 S MATEO ST  
 570 S MATEO ST  
 Type: Non-Contributor  
 Year built: 1960  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 564 S MATEO ST  
 Other Address: 554 S MATEO ST  
 560 S MATEO ST  
 570 S MATEO ST  
 Type: Non-Contributor  
 Year built: 1970  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 576 S MATEO ST  
 Other Address: 580 S MATEO ST  
 Type: Non-Contributor  
 Year built: 1926  
 Property type/sub type: Industrial; Other  
 Architectural style: No style





Primary Address: 576 S MATEO ST  
 Other Address: 580 S MATEO ST  
 Type: Non-Contributor  
 Year built: 1926  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 1347 E Palmetto St  
 Type: Non-Contributor  
 Year built: 1950  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1313 E PALMETTO ST  
 Other Address: 534 S MATEO ST  
 544 S MATEO ST  
 1305 E PALMETTO ST  
 1315 E PALMETTO ST  
 1317 E PALMETTO ST  
 Type: Contributor  
 Year built: 1910  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 1317 E PALMETTO ST  
 Other Address: 534 S MATEO ST  
 544 S MATEO ST  
 1305 E PALMETTO ST  
 1313 E PALMETTO ST  
 1315 E PALMETTO ST  
 Type: Contributor  
 Year built: 1910  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 1321 E PALMETTO ST  
 Other Address: 1323 E PALMETTO ST  
 Type: Non-Contributor  
 Year built: 1961  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



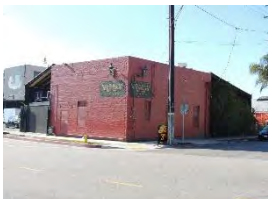
Primary Address: 1324 E PALMETTO ST  
 Other Address: 1316 E PALMETTO ST  
 1320 E PALMETTO ST  
 1328 E PALMETTO ST  
 Type: Contributor  
 Year built: 1930  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1327 E PALMETTO ST  
 Other Address: 1325 E PALMETTO ST  
 Type: Contributor  
 Year built: 1920  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 1329 E PALMETTO ST  
 Type: Non-Contributor  
 Year built: 1960  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1356 E PALMETTO ST  
 Other Address: 1344 E PALMETTO ST  
 1348 E PALMETTO ST  
 1352 E PALMETTO ST  
 Type: Non-Contributor  
 Year built: 1960  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 585 S SANTA FE AVE  
 Other Address: 1338 E WILLOW ST  
 1342 E WILLOW ST  
 1346 E WILLOW ST  
 1350 E WILLOW ST  
 1354 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1969  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 702 E TRACTION AVE  
 Other Address: 734 E 3RD ST  
 738 E 3RD ST  
 740 E 3RD ST  
 742 E 3RD ST  
 744 E 3RD ST  
 Type: Non-Contributor  
 Year built: 1946  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: Vernacular



Primary Address: 704 E TRACTION AVE  
 Other Address: 704 1/2 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1950  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 708 E TRACTION AVE  
 Other Address: 706 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1954  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 800 E TRACTION AVE  
Other Address: 310 S HEWITT ST  
Type: Contributor  
Year built: 1917  
Property type/sub type: Industrial-Food Processing; Other  
Architectural style: Vernacular



Primary Address: 805 E TRACTION AVE  
Other Address: 801 E TRACTION AVE  
Type: Non-Contributor  
Year built: 1973  
Property type/sub type: Industrial; Other  
Architectural style: Industrial, Utilitarian



Primary Address: 810 E TRACTION AVE  
Other Address: 812 E TRACTION AVE  
Type: Contributor  
Year built: 1908  
Property type/sub type: Industrial; Other  
Architectural style: Vernacular



Primary Address: 811 E TRACTION AVE  
Other Address: 815 E TRACTION AVE  
819 E TRACTION AVE  
Type: Contributor  
Year built: 1916  
Property type/sub type: Industrial-Storage; Warehouse  
Architectural style: Vernacular



Primary Address: 821 E TRACTION AVE  
 Other Address: 315 S AVERY ST  
 319 S AVERY ST  
 323 S AVERY ST  
 331 S AVERY ST  
 823 E TRACTION AVE  
 827 E TRACTION AVE  
 829 E TRACTION AVE  
 833 E TRACTION AVE  
 835 E TRACTION AVE

Type: Non-Contributor  
 Year built: 1990  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



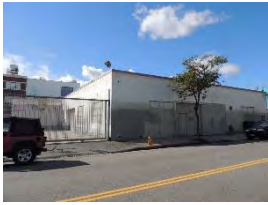
Primary Address: 828 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1920  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 836 E TRACTION AVE  
 Other Address: 840 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1920  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 847 E TRACTION AVE  
 Other Address: 843 E TRACTION AVE  
 845 E TRACTION AVE  
 847 1/2 E TRACTION AVE  
 849 E TRACTION AVE  
 853 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1906  
 Property type/sub type: Industrial-Storage; Warehouse  
 Architectural style: No style



Primary Address: 850 E TRACTION AVE  
 Other Address: 852 E TRACTION AVE  
 856 E TRACTION AVE  
 858 E TRACTION AVE  
 862 E TRACTION AVE  
 Type: Non-Contributor  
 Year built: 1972  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



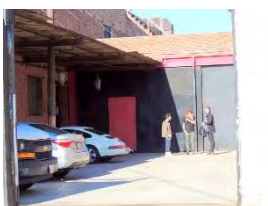
Primary Address: 1302 E WILLOW ST  
 Other Address: 582 S MATEO ST  
 584 S MATEO ST  
 584 1/2 S MATEO ST  
 586 S MATEO ST  
 586 1/2 S MATEO ST  
 588 S MATEO ST  
 590 S MATEO ST  
 1306 E WILLOW ST  
 1310 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1960  
 Property type/sub type: Commercial-Retail; Retail Store  
 Architectural style: Modern, Mid-Century



Primary Address: 1317 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1902  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 1318 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1948  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1323 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1953  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



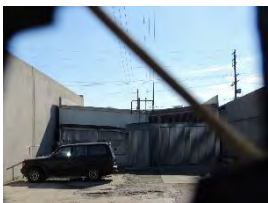
Primary Address: 1327 E WILLOW ST  
 Other Address: 1329 E WILLOW ST  
 Type: Contributor  
 Year built: 1924  
 Property type/sub type: Industrial-Storage; Warehouse  
 Architectural style: Vernacular



Primary Address: 1328 E WILLOW ST  
 Other Address: 1322 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1946  
 Property type/sub type: Industrial; Other  
 Architectural style: No style



Primary Address: 1330 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1949  
 Property type/sub type: Industrial; Other  
 Architectural style: Unknown/not visible



Primary Address: 1332 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1960  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1333 E WILLOW ST  
 Other Address: 1335 E WILLOW ST  
 1341 E WILLOW ST  
 1345 E WILLOW ST  
 1349 E WILLOW ST  
 1359 E WILLOW ST  
 Type: Contributor  
 Year built: 1920  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1335 E WILLOW ST  
 Other Address: 1333 E WILLOW ST  
 1341 E WILLOW ST  
 1345 E WILLOW ST  
 1349 E WILLOW ST  
 1359 E WILLOW ST  
 Type: Contributor  
 Year built: 1925  
 Property type/sub type: Industrial; Other  
 Architectural style: Vernacular



Primary Address: 1345 E WILLOW ST  
 Other Address: 1333 E WILLOW ST  
 1335 E WILLOW ST  
 1341 E WILLOW ST  
 1349 E WILLOW ST  
 1359 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1949  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



Primary Address: 1359 E WILLOW ST  
 Other Address: 1333 E WILLOW ST  
 1335 E WILLOW ST  
 1341 E WILLOW ST  
 1345 E WILLOW ST  
 1349 E WILLOW ST  
 Type: Non-Contributor  
 Year built: 1955  
 Property type/sub type: Industrial; Other  
 Architectural style: Industrial, Utilitarian



**Name: Metropolitan Water District Complex**

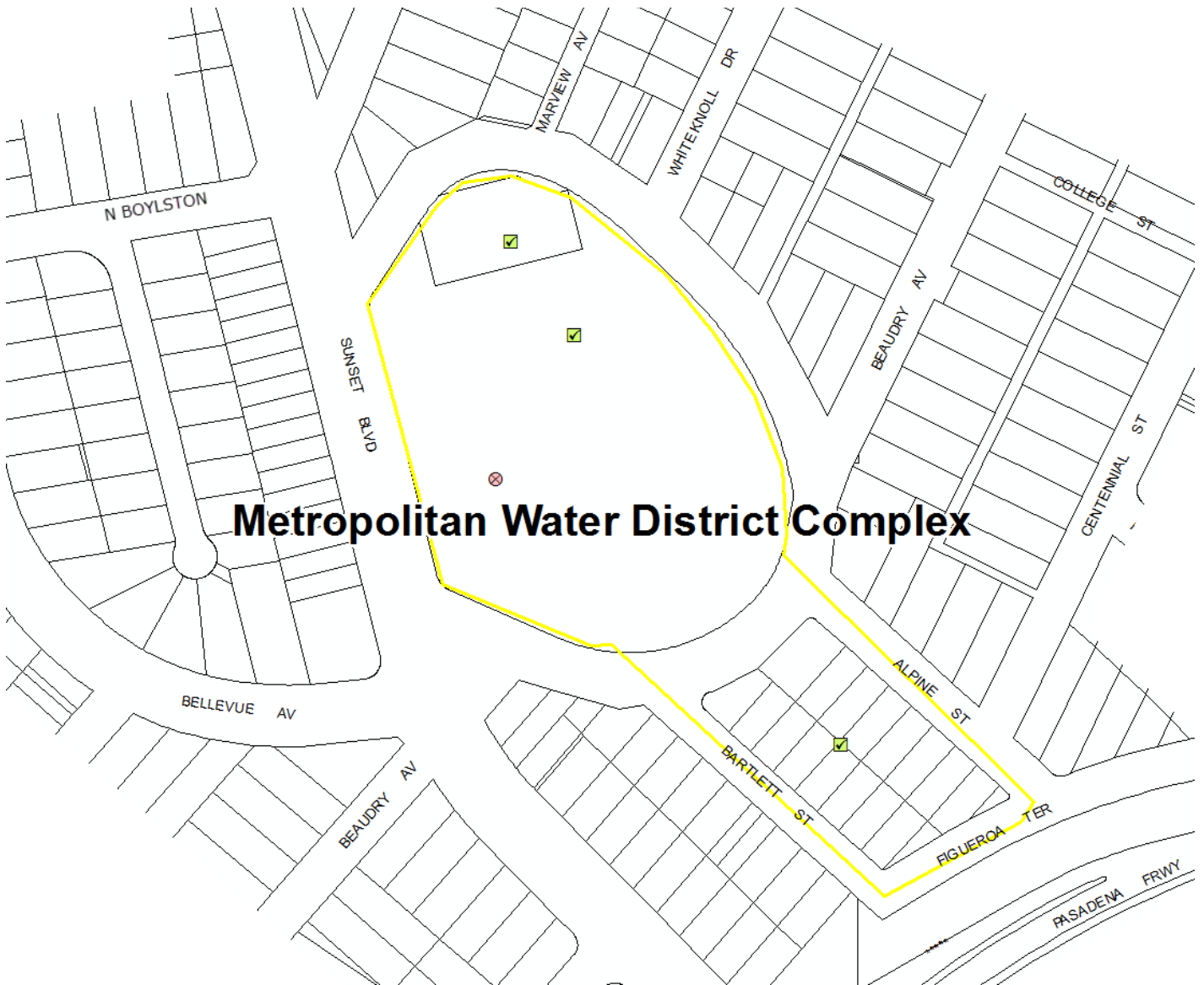
**Description:**

The property at 1111 W. Sunset Boulevard contains a complex of buildings set on an oval-shaped hillside lot, along with an additional building on a neighboring parcel to the southeast, across N. Beaudry Avenue. The main parcel contains a low-rise building (1962), an office tower (1972), a church building (1998), and extensive landscaping and hardscaping. The original building is composed of three interconnected structures linked by covered walkways. Designed in the Mid-Century Modern style, the building is characterized by a series of slender concrete piers which extend above the roofline, a feature typical of other Pereira designs. Other features include concrete post-and-beam construction, extended floor plates, and ribbons of aluminum-frame windows. The distinctive brise-soleil--composed of continuous perforated metal screens--has been removed. The eight-story office tower mimics the design of the earlier structure. However, it has been renovated into live-work housing, adding a penthouse level, as well as balconies throughout. A prominent church sanctuary has been interserted among portions of the original building, projecting southward to overlook Sunset Boulevard. The sloping site is extensively landscaped, including mature pine and palm trees, terracing with concrete brick retaining walls, metal balustrades, chain-link fencing, and concrete stairways and walkways. Two surface parking areas are accessed via a turn-around drive which encircles a planter bed with three flag poles. An associated two-level parking structure, with concrete framing and metal screens, occupies a neighboring parcel at ??????

**Significance:**

This property is significant as an excellent and rare complex of 1960s-1970s institutional development associated with the growth and consolidation of the Metropolitan Water District of Southern California (MWD); the property is also significant as the work of master architect William L. Pereira. This complex was designed in the Mid-Century Modern style by renowned Los Angeles William Pereira in 1961. The low-rise building--composed of three two-story structures connected by covered walkways--was constructed in 1962-63. Concurrently, an associated parking structure rendered in a similar vein was completed on an adjacent parcel. The eight-story office tower was added to the site in 1972-73. The MWD complex was designated an "essential building" under City Planning Guidelines; its concrete and steel construction were engineered to exceed the most stringent building code requirements. The complex served as the headquarters for the MWD until 1993, when they relocated to a new site. In the 1990s, the property was acquired by Holy Hill Community Church, and a new sanctuary building was constructed in 1998, inserted between components of the 1962 building. In 2011, the office tower was purchased by Linear City Development, who converted the 1972 building into residential units; it is now known as The Elysian.

The property has undergone substantial modifications over time, most notably the addition of the church sanctuary; removal of the brise-soleil from the 1962 building; renovation of the office tower which added a penthouse level and extensive balconies; the removal of original landscape features; and the removal of MWD signage. Despite these alterations, the property continues to convey its significance as the headquarters of the Metropolitan Water District for over three decades, and as an important example of architectural design and site planning by William Pereira. Therefore, the property appears eligible for listing in the California Register and for local listing; however, it does not retain sufficient integrity to be eligible for listing in the National Register.



## Metropolitan Water District Complex

**Context 1:**

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Institutional
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	This property is significant as the work of master architect William L. Pereira, designed in 1961 in the Mid-Century Modern style. Despite alterations over time, the property continues to convey its significance as an important example of architectural design and site planning by William Pereira. Therefore, the property appears eligible for listing in the California Register and for local listing; however, it does not retain sufficient integrity to be eligible for listing in the National Register.

**Context 2:**

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Municipal Water and Power, 1916-1980
Sub theme:	Office and Administration Buildings 1916-1980
Property type:	Institutional - Infrastructure
Property sub type:	Administration Building
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	This property is significant as an excellent and rare complex of 1960s-1970s institutional development associated with the growth and consolidation of the Metropolitan Water District of Southern California (MWD). Despite alterations, the property continues to convey its significance as the headquarters of the Metropolitan Water District for over three decades. Therefore, the property appears eligible for listing in the California Register and for local listing; however, it does not retain sufficient integrity to be eligible for listing in the National Register.

**Contributors/Non-Contributors:**



Primary Address: 1040 W ALPINE ST  
 Other Address: 1047 W BARTLETT ST  
 610 N FIGUEROA TER  
 Type: Contributor  
 Year built: 1961  
 Property type/sub type: Commercial-Auto Related; Parking Structure  
 Architectural style: Modern, Mid-Century



Primary Address: 1111 W SUNSET BLVD  
 Type: Contributor  
 Year built: 1962  
 Property type/sub type: Institutional-Government; Other  
 Architectural style: Modern, Mid-Century



Primary Address: 1111 W SUNSET BLVD  
 Type: Non-Contributor  
 Year built: 1998  
 Property type/sub type: Institutional-Religious/Spiritual; Church  
 Architectural style: Other



Primary Address: 1115 W. Sunset Boulevard  
Type: Contributor  
Year built: 1972  
Property type/sub type: Institutional-Government; Other  
Architectural style: Modern, Mid-Century

**Name: National Cold Storage**



**Description:**

Cold storage plant located at 210 N Center St. The plant was constructed in phases over time, and today comprises multiple attached volumes dating from various periods. The plant includes a five-story concrete volume, and multiple additional volumes in brick and metal. Features include steel-frame windows, metal doors, and a large loading dock sheltered by a corrugated metal awning. At the time of the survey, the property appeared to be vacant.

**Significance:**

Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district. National Ice & Cold Storage Co. was established on this site in 1892, and expanded their original location in 1909, adding a large five-story concrete building to the existing plant. With the expansion, the plant covered an entire block along the railroad trackage along the Los Angeles River. The new building was state of the art and used the latest cold storage technology. The plant provided 700,000 cubic feet of floor space, making it one of the largest of its kind in the West.



**Context 1:**

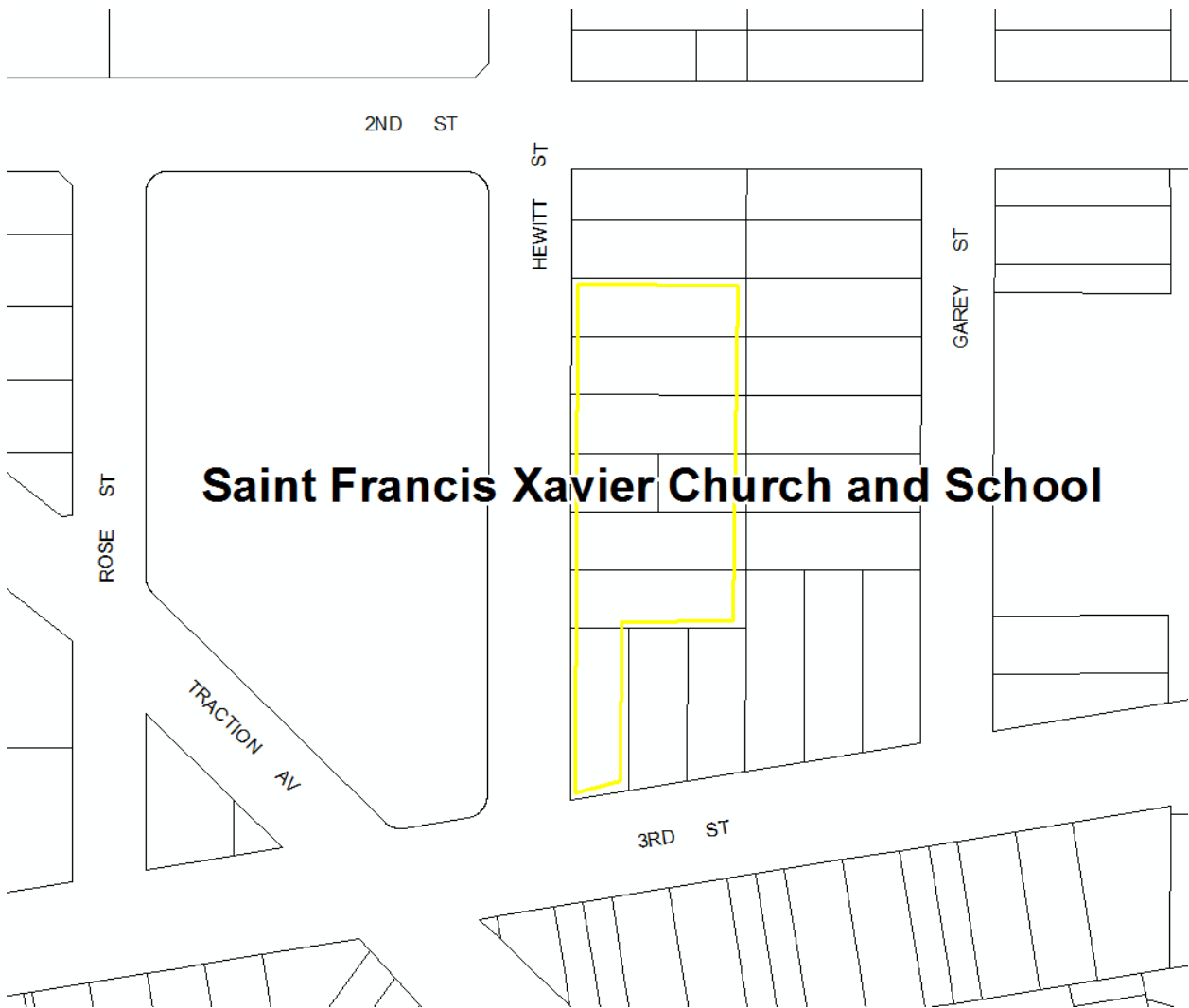
Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Agricultural Roots, 1850-1965
Sub theme:	From Farm to Market, 1900-1960
Property type:	Industrial
Property sub type:	Cold Storage Warehouse
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district.

**Name: Saint Francis Xavier Church and School****Description:**

The property at 222-232 S. Hewitt Street contains a 1921 school building, with rectory and auditorium additions from the late 1930s; and a 1939 Catholic church building. Both buildings display a mix of Spanish Colonial Revival and Asian Eclectic influences. Shared features include smooth stucco and concrete brick cladding, and gabled roofs with red clay tiles and flared eaves. The school building features divided-light steel sash windows with some vinyl replacements, and Streamline detailing around the auditorium entrance. The church was designed by George J. Adams, and features round and arched openings with leaded stained glass, steel divided-light, and louvre windows.

**Significance:**

Excellent and rare example of a 1920s school building and 1930s Catholic church near Little Tokyo; associated with the Japanese-American community that historically resided in this area of the city. The Saint Francis Xavier parish was originally established in 1912, making it the first Catholic mission dedicated to Japanese in America. Kumataro Hatakeyama, a Russo-Japanese war veteran living in Los Angeles who spoke only Japanese, did not have a local priest who could converse with him, so he wrote to Bishop Alexander Berlioz in Japan requesting permission to confess by registered mail. The request was denied, but the bishop promised to send a Japanese-speaking priest. Thus, French-born Father Albert Breton arrived in Los Angeles that October and celebrated the first Mass in Japanese on Christmas Day in 1912 on nearby Jackson St. Father Breton named the mission in honor of Saint Francis Xavier, the first to bring Christianity to Japan in 1549. In 1920, the Maryknoll Sisters and Father arrived, assuming responsibility for the mission. Saint Francis Xavier School began a block away at 133 S Hewitt Street, moving to this site in 1921, where a concrete building was dedicated as The Maryknoll School. By 1922, there were 200 children enrolled. The ground floor served as a classroom during the week and as a chapel on Sundays. The corner site of the present church was purchased in 1930, and the new building was dedicated in 1939. The rectory and auditorium were added to the original school building in the late 1930s. During the Japanese internment of World War II, the Maryknoll fathers and sisters allowed evacuees to store their belongings in the school building. Also during this period, the otherwise vacant school building served as a junior high for Mexican-American students from nearby St. Vibiana School.



**Saint Francis Xavier Church and School**

**Context 1:**

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Religion and Spirituality, 1850-1980
Theme:	Religion and Spirituality and Ethnic/Cultural Associations, 1850-1980
Sub theme:	No SubTheme
Property type:	Institutional - Religion/Spirituality
Property sub type:	Religious Campus
Criteria:	A/1/1
Status code:	3CS;553
Reason:	Excellent and rare example of a 1920s school building and 1930s Catholic church near Little Tokyo; associated with the Japanese-American community that historically resided in this area of the city. The Saint Francis Xavier parish has been serving the Japanese-American community from this location since 1921.

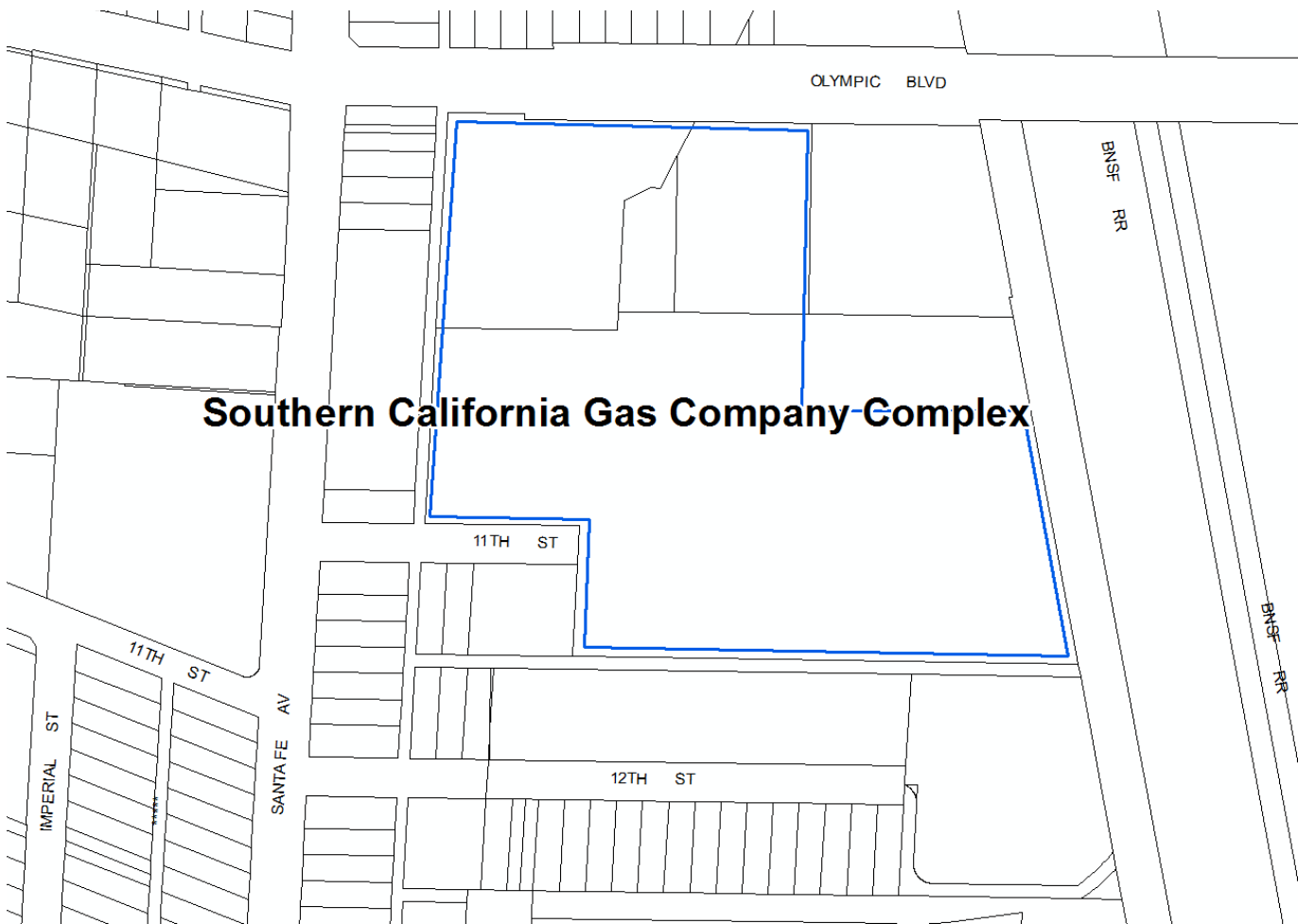


**Name: Southern California Gas Company Complex****Description:**

The property is a large industrial site containing multiple buildings, mechanical equipment, and surface parking areas. Among the buildings on the site are a one-story concrete structure near the entrance gate, a two-story concrete and brick factory building, and a series of three large metal sheds. Much of the site is not visible from the public right-of-way. The property is now occupied by WM Waste Management.

**Significance:**

Appears to be an excellent and rare example of a gas company complex in Los Angeles' primary industrial district. The property appears to contain a number of buildings, equipment, and other features constructed over time. The first gas company permit for this site dates to 1915, and there appear to be several early-20th century buildings on the site today, although their exact dates and uses are not known. The property is not fully visible from the public right-of-way; therefore, the evaluation could not be completed. Two additional SoCal Gas Co. buildings located at the end of the block -- a building at 1600 S. Santa Fe, and the Gas Co. Administration Building at 1700 S. Santa Fe -- have already been determined eligible for listing in the National Register.



**Southern California Gas Company-Complex**

**Context 1:**

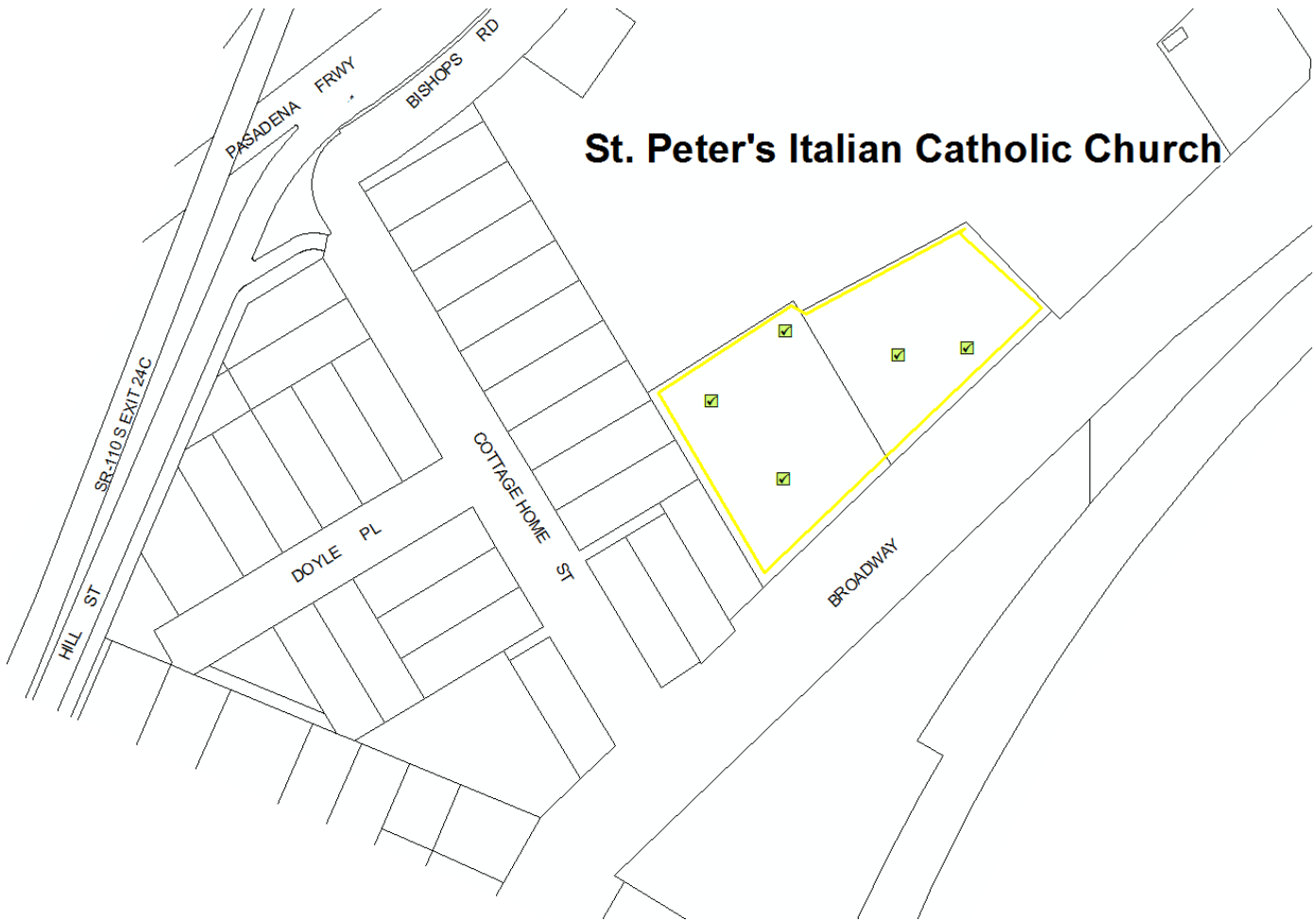
Context:	Other Context, 1850-1980
Sub context:	No Sub-context
Theme:	Event or Series of Events, 1850-1980
Sub theme:	No SubTheme
Property type:	Institutional
Property sub type:	District
Criteria:	A/1/1
Status code:	QQQ
Reason:	Appears to be an excellent and rare example of a gas company complex in Los Angeles' primary industrial district. The property is not fully visible from the public right-of-way; therefore, the evaluation could not be completed.

**Name: St. Peter's Italian Catholic Church****Description:**

The St. Peter's Catholic Church compound is comprised of the church and the parish hall named "Casa Italiana." The parcels form a parallelogram on the southern end of the city block bound by North Broadway to the east, Cottage Home Street to the south, Bishop Road to the west and north. The buildings are separated by an asphalt paved parking lot with a second parking lot located south of the church.

**Significance:**

St. Peter's Italian Catholic Church is significant for its association with the Italian community in Central City North. The period of significance dates from 1946 to 1972 reflecting the dates of construction for each building. St. Peter's Italian Catholic Church has been serving the Italian community in Central City North since 1904 and in its present church since 1946. A great influx of Italian immigrants came to the United States between 1890 and 1910 with many settling in the Los Angeles area. The church served as a gathering place for Italians not only residing in Little Italy, but the greater Los Angeles area as well. The construction of the parish hall, named Casa Italiana, in 1972 was to serve as a social and cultural center for the Italian community and is symbolic of the growth of the parish community and their success in the community.



### St. Peter's Italian Catholic Church

**Context 1:**

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Religion and Spirituality, 1850-1980
Theme:	Religion and Spirituality and Ethnic/Cultural Associations, 1850-1980
Sub theme:	No SubTheme
Property type:	Institutional - Religion/Spirituality
Property sub type:	Religious Building
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Associated with the Italian community in Central City North.

**Contributors/Non-Contributors:**



Primary Address: Beneath porch of the entrance to Casa Italiana  
 Type: Contributor  
 Year built: 1930  
 Property type/sub type: Institutional-Visual & Performing Arts; Public Art  
 Architectural style: Not Applicable



Primary Address: 1051 N Broadway  
 Type: Contributor  
 Year built: 1972  
 Property type/sub type: Institutional-Religious/Spiritual; Other  
 Architectural style: Other



Primary Address: 1041 N NORTH BROADWAY  
 Other Address: 1041 N BROADWAY  
 Type: Contributor  
 Year built: 1946  
 Property type/sub type: Institutional-Religious/Spiritual; Church  
 Architectural style: Mediterranean Revival



Primary Address: 1041 N NORTH BROADWAY  
 Other Address: 1041 N BROADWAY  
 Type: Contributor  
 Year built: 1972  
 Property type/sub type: Institutional-Visual & Performing Arts; Public Art  
 Architectural style: Not Applicable



Primary Address: 1041 N NORTH BROADWAY  
 Other Address: 1041 N BROADWAY  
 Type: Contributor  
 Year built: 1972  
 Property type/sub type: Institutional-Religious/Spiritual; Religious Headquarters  
 Architectural style: Other

**Name: Union Central Cold Storage**



**Description:**

The property at 656 S. Alameda Street is a large cold storage facility which occupies most of a city block. The facility is composed of multiple attached buildings that have been constructed and added onto over time. The extent of alterations is unknown.

**Significance:**

Rare example of an early-20th century cold storage facility in Los Angeles' primary industrial district. The property was originally established as Union Ice Co. in 1907; the facility has been expanded incrementally over several decades. It is unclear what period the existing buildings date from; the extent of alterations is also not known. Therefore, the evaluation could not be completed.



**Context 1:**

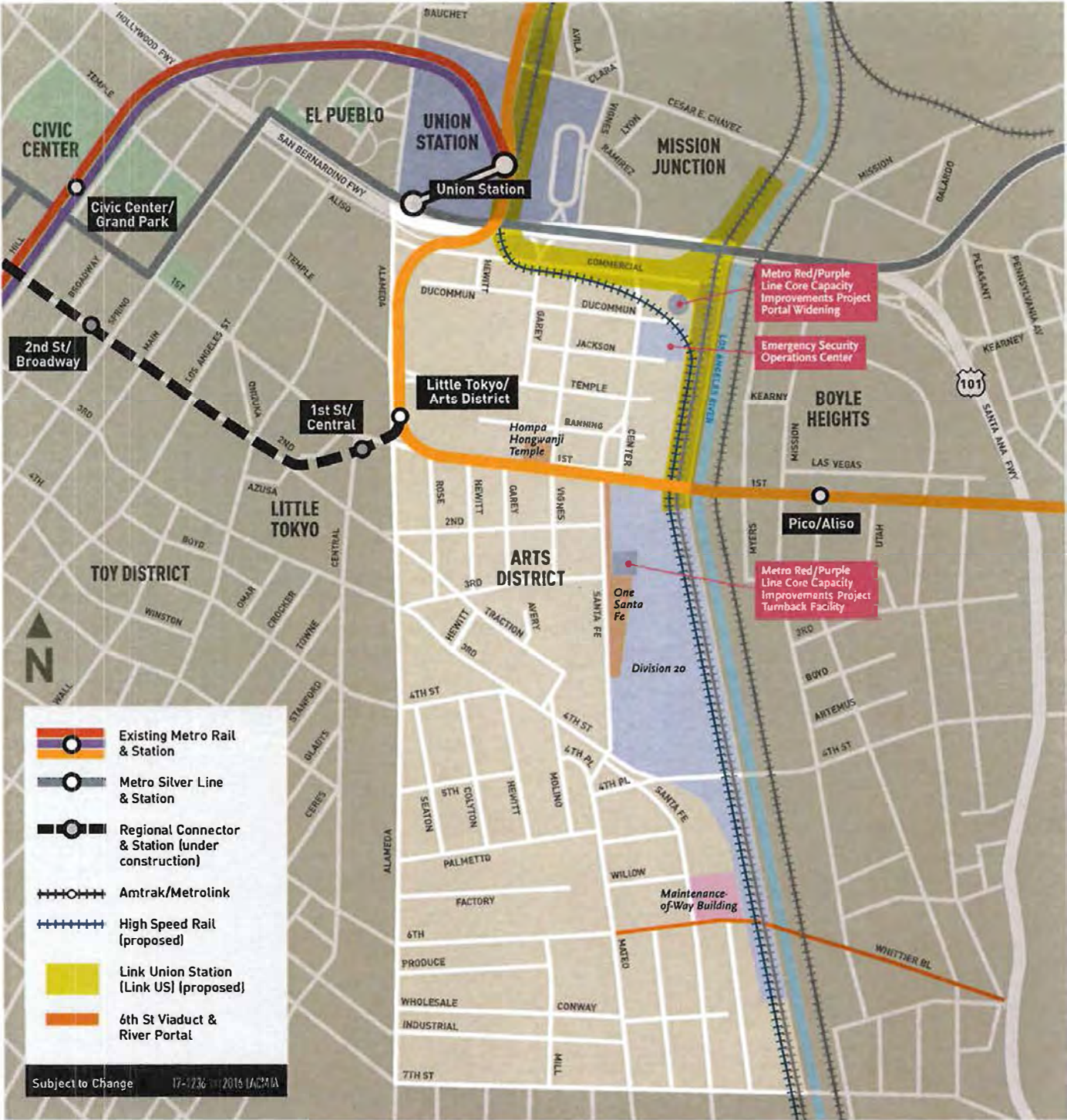
Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Agricultural Roots, 1850-1965
Sub theme:	From Farm to Market, 1900-1960
Property type:	Industrial
Property sub type:	Cold Storage Warehouse
Criteria:	A/1/1
Status code:	QQQ
Reason:	Rare example of an early-20th century cold storage facility in Los Angeles' primary industrial district. It is unclear what period the existing buildings date from; the extent of alterations is also not known. Therefore, the evaluation could not be completed.

# EXHIBIT F

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# Arts District Project Area



Subject to Change 17-1236 2016 IAC/MA



# EXHIBIT G

# Subway turnback, Airport Connector receive state cap-and-trade funds

BY STEVE HYMON , AUGUST 18, 2016

A new transit station that will help passengers quickly reach LAX terminals and a project to allow more frequent Red/Purple Line subway service were awarded a combined \$109 million in state cap-and-trade funds, the California State Transportation Agency announced (<http://www.calsta.ca.gov/Newsroom/CalSTA-News/CalSTA-News-Items/2016-08-16-Agency-Awards-390Mil-in-Cap-and-Trade-Grants.aspx>) earlier this week.

The two Metro projects receiving funds:





(<http://s3-us-west-2.amazonaws.com/media.thesource.metro.net/wp-content/uploads/2016/08/17083652/map.jpg>) • The Red/Purple Line Core Capacity Improvements Project will receive \$69.2 million in cap-and-trade funds. A newly widened portal southeast of Union Station and new tracks and switches will allow trains to turn around more quickly at Union Station so that subway trains could potentially run every four minutes on each line (and every two minutes between Union Station and Wilshire/Vermont, where the lines split) at peak hours compared to 10 minutes currently. The project will also reduce waiting times for riders and greatly expand the capacity of the subway, which is being extended to the Miracle Mile, Beverly Hills, Century City and Westwood.

As many subway riders know, many Red/Purple Line trains now switch tracks before entering Union Station — the reason that some trains crawl in and out of the station. In plain English, this project allows that switching to take place after riders get on or off trains.

- The Airport Metro Connector transit station will receive \$40 million in cap-and-trade funds. Riders on Metro's Crenshaw/LAX Line and Green Line will use the station — to be located at Aviation Boulevard and 96th Street — to transfer to the Automatic People Mover that will serve the LAX terminals. The

people mover will be built operated by Los Angeles World Airports. The Connector station is being designed to include a full transit building, pedestrian plaza and bicycle facilities. The goal is to complete both the people mover and connector station in time for a potential 2024 Summer Olympics.

The state's cap-and-trade system sells permits to businesses that emit greenhouse gases (which are responsible for climate change). Funds from the cap-and-trade system are used to help pay for projects that reduce greenhouse gas emissions, promote transportation options and improve the state economy. This round of funding distributed \$390 million for 14 projects around the state.

Want to reduce your own greenhouse gas output? Generally speaking, taking transit instead of driving alone is one easy way to help Mama Earth.

#### Related



Subway capacity project coming soon  
December 20, 2016  
In "Projects"



Motion calls for more study of Arts District station  
January 13, 2017  
In "Projects"



2016: two rail openings, bike share, a ballot measure and a very busy year for Metro  
December 27, 2016  
In "Policy & Funding"

📁 CATEGORIES: [Projects \(http://thesource.metro.net/category/projects/\)](http://thesource.metro.net/category/projects/)

🏷️ TAGGED AS: [Airport Metro Connector \(http://thesource.metro.net/tag/airport-metro-connector/\)](http://thesource.metro.net/tag/airport-metro-connector/), [automated people mover \(http://thesource.metro.net/tag/automated-people-mover/\)](http://thesource.metro.net/tag/automated-people-mover/), [headways \(http://thesource.metro.net/tag/headways/\)](http://thesource.metro.net/tag/headways/), [Los Angeles Union Station \(http://thesource.metro.net/tag/los-](http://thesource.metro.net/tag/los-)

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 18 replies >

what would be the effect of this on the proposals for an Arts District Station or two in the maintenance yard?

They're going to build the turnback facility in such a way that would not preclude a station from being there.

Steve Hymon  
Editor, The Source

Steve – Why does Metro (and your posting) say that the 96th St / Aviation Station will serve “riders on Metro’s Crenshaw/LAX Line AND Green Line ? The Green Line turns east at Imperial Highway, well before the 96th St / Aviation Station. Is the Green Line being re-routed to go further north? Or is this just a shorthand way of saying that riders who ordinarily would take the Green Line now will be able to access the Crenshaw / LAX Line at the El Segundo and Redondo Beach stations ?

Metro has been very circumspect about the southern terminus of the Crenshaw / LAX line. Will all cars on the Crenshaw / LAX line serve the five Green Line stations in El Segundo and Redondo Beach? Or will some trains turn east and serve the Aviation / Imperial Highway station instead?

The ultimate routing of the Crenshaw / LAX cars is of

vital importance to users in the south bay. It's the difference between have no-transfer service to the 96th St / LAX station and having to transfer and wait for another line. (I've found that having to transfer from the Green Line to the Silver Line at the Harbor Fwy transit station already can add as much as 20-30 minutes to the commute to DTLA.)

I wish that Metro could be more forthcoming about its plans for passengers in El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach who rely on the Marine Ave., Douglas, El Segundo and Mariposa stations as portals for entry onto Metro. What kind of service will we have to access the 96th St. / LAX station and to get to the Expo / Crenshaw station for transferring to the Expo line?

Thanks for any insight you can shed on this.

Hi Bob —

It's because the new Crenshaw/LAX tracks will allow trains to run from Norwalk to the Airport Metro Connector station, as well as allow trains to run from Crenshaw/Expo to Marine station. In other words, as I understand it, a train will run from Marine up to the Expo Line and you can transfer there to Expo going east or west. Hope that helps,

Steve Hyman  
Editor, The Source



So, without platform improvements west of Aviation this means that some Crenshaw/LAX line trains will be limited to two cars – not good. Perhaps this will be ‘good enough’ for the public transit phobic beach cities.

Great news! Two questions:

- 1) What is the latest on the potential Arts District red line stops? Does this funding change the prospects of that happening?
- 2) The CalSTA release shows the total project costs for the airport station as \$200mm. This grant brings in \$40mm for the project, and the upcoming ballot measure would give it another \$347mm, bringing the total funding to \$407mm. Any idea what Metro would do with the extra money if the ballot measure passes?

Hi Kyle;

No real news on a potential Arts District station but this project is being built not to preclude that from happening — and, as I understand it, having a wider portal and more tracks would make it easier for it to happen in the future.

As for the Connector, the idea is to put different funding sources together. Keep in mind that this project is still in the environmental study phase and design hasn't been completed. There are a lot of

different amenities that they want to add, so having as much funding would help determine what actually gets built. It's probably way, way, way too early to declare a surplus!

Steve Hymon  
Editor, The Source

Thanks Steve!

I wonder if, once they build the new turnback tracks, they can decrease headways past 8:00 from the currently embarrassing 20 minutes. I'm not holding my breath.

The Orange Line initially started having headway's 4-5 minutes apart during peak hours to accommodate the greater volume of passengers exiting each North Hollywood subway station train than the current interior layout of a Metro 60-foot bus could handle. A second bus was added for that overflow of passengers. When the Red Line starts running every 4-5 minutes during peak hours to the North Hollywood station, the Orange Line would require 80-foot buses to enable all the passengers from each subway train to get on the first Orange Line bus. Longer Orange Line buses would also potentially get more passengers on each peak hour subway train at the North Hollywood station.

Less wait time at the subway stations during peak hours would shorten the average door-to-door trip time for

passengers. This would make using the subway faster and more convenient than it currently is. You'll know that if you miss one subway train that another one will arrive within 4-5 minutes.

Earlier, I would have been all "woo hoo" about the LAUS improvements. But now, with "20-minute Phil" at the helm, I have no confidence the extra capacity will be broadly used.

Is there a timeline or overview for the turnback project? I don't think I've seen it before this funding announcement?

Hi Connor;

I'm trying to get the exact timeline but I think it's safe to say early to mid 2020s. I know they see this as integral part of the Purple Line Extension project.

Steve Hyman  
Editor, The Source

Steve,

Contract C1078 with Clark Construction will complete the first part of this work (Building a new Red Line ROW Maintenance Building and moving the equipment and people from the existing building which occupies the turnback footprint). Contract C1136 is currently out for procurement. It is a professional services package that

will provide the actual construction designs for the portal modifications and turnback facility as well as procurement and construction support services. Once the designs are at the Approved for Construction Level, Metro will advertise for and procure a construction contractor. The Turnback Facility doesn't have to be completed when the Section One expansion is completed (sometime in 2023 if all goes as scheduled) but certainly it would be useful. Regards

Really hoping for an arts district station around 4th or 6th street. How much would a station there cost in addition to the grant for the widened portal?

Hi Richard;

I don't know. This older staff report says a station at 6th Street would be \$90 million but implies that one built as part of a new turnback facility would be less or at least the cost would be shared.

[http://media.metro.net/board/Items/2010/06\\_june/20100616P&PItem9.pdf](http://media.metro.net/board/Items/2010/06_june/20100616P&PItem9.pdf) ([http://media.metro.net/board/Items/2010/06\\_june/20100616P&PItem9.pdf](http://media.metro.net/board/Items/2010/06_june/20100616P&PItem9.pdf)) Here also is an LAT story about the issue: <http://www.latimes.com/local/lanow/la-me-ln-metro-subway-arts-district-20150316-story.html> (<http://www.latimes.com/local/lanow/la-me-ln-metro-subway-arts-district-20150316-story.html>)

Steve Hyman  
Editor, The Source

Does this provide funding for the SCRIP project?

Hi John;

This is for the turnback facility. SCRIP is a different project – it would extend the Metrolink and Amtrak tracks across the 101 to a junction with the tracks on the west bank of the L.A. River.

Steve Hymon  
Editor, The Source

Comment Letter #19 Responses:

19-1

The public comment review period met, and exceeded, CEQA requirements, lasting 32-days when a 30-day review was legally required. Partly as a response to the public's request for more review time, the comment review period was extended to February 13, 2017, resulting in a total of 56 days for review and comment. The revised Notice of Intent which extended the public comment period to February 13, 2017, was mailed to ADCO on January 24, 2017.

Regarding the comment on Metro's understanding that the property is vacant, this relates to the partial acquisition of parcel number 5173-022-005, page 15 of the IS/MND.

19-2

Please see comments and responses below that relate to the Project Description, specific environmental topics within the IS/MND, analyzing the entirety of the project, future passenger service into the Arts District, project construction, and mitigation measures.

19-3

The IS/MND has fully disclosed potential environmental impacts and commits Metro to mitigation measures that will reduce impacts to less than significant.

19-4

See response #19-3. Additionally, Metro would undertake additional CEQA review only if, for example, a change in project design lead to the conclusions of this IS/MND no longer being valid.

19-5

Figures 2 and 3 in the IS/MND provide a scaled site plan and conceptual engineering drawing that show the tunnel portal widening location, where new tracks will be laid, and the location of the operator relief platforms. Additionally, Table 1 in the IS/MND provides an operational schedule showing the theoretical maximum operating capacity of the proposed project. This is adequate detail pursuant to CEQA. The additional detail requested will be developed during design of the project. It is not expected that additional detail will change the conclusions of the IS/MND; however, if a change in project design leads to the conclusions of this IS/MND no longer being valid, Metro will undertake additional CEQA review.

19-6

At this time, construction is expected to begin in the fall of 2018 and extend approximately 12 to 18 months. The IS/MND conclusions regarding potential impacts of construction are not changed by the description of the possible start date and duration of construction. Technical analyses were based on Metro's extensive construction experience and utilized anticipated potential daily activities for modeling. However, if a change in project construction leads to the conclusions of this IS/MND no longer being valid, Metro will undertake additional CEQA review.

19-7

The proposed construction will not require a significant amount of excavation, and the quote from the IS/MND does not suggest otherwise. Rather, the quote explains that excavation is not likely to encounter groundwater because of the depth of the groundwater. The project consists of widening an existing tunnel portal and construction of an at-grade turnback facility and platform. These activities are not anticipated to result in significant excavations, nor lead to

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significant additional truck trips. In an abundance of caution, Metro has disclosed awareness of groundwater issues that can occur during construction. Furthermore, construction will not require shoring or support structures.

19-8

See response #12-25.

19-9

Please see comments and responses below that relate to specific mitigation measures.

19-10

See response #12-17.

19-11

There are no catenary wires involved with this project. The proposed project is primarily within the existing Metro railyard and there are no new impacts requiring boundary protections for adjacent properties, including One Santa Fe, which is currently adjacent to the Metro railyard.

19-12

The core capacity project is not a phased project. It is a one phase core capacity operations improvement project. In addition, please see comments and responses below that relate to the entirety of the project.

19-13

The text description, site plans, and conceptual engineering figures in the IS/MND accurately describe the actions that will take place in order to complete the core capacity improvements. Please see comments and responses below for specific details.

19-14

See response #12-28.

19-15

See Master Response #1.

19-16

See Master Response #1 and response #12-28.

19-17

Growth inducing impacts, including from increased ridership, were fully analyzed and disclosed in the Metro Purple Line Westside Extension EIR/EIS. Based on the core capacity project details, Metro has undertaken this additional CEQA review to confirm there are no new significant adverse environmental impacts.

19-18

See Master Response #1 and response #12-28.

19-19

The purpose of the IS/MND is to identify potentially significant impacts. The only potential operational impact where an increase in operations is relevant is noise and vibration for the adjacent One Santa Fe residential property. The noise and vibration technical memo included

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monitoring to determine baseline conditions. The effected environment was properly analyzed using the noise monitoring methods described in Appendix A. This monitoring reflects existing operations of the rail yard. Please see Appendix A for more detail. In addition, the change between existing operations and proposed operations of the core capacity improvements for other environmental topics would result is no impact or a less than significant impact.

19-20

See responses #12-21 and #12-23.

19-21

The IS/MND properly analyzes historic resources based on the project's location and potential to impact resources. See response #12-24. In addition, the Cultural Resource technical memo followed the standard and typical methods to collect information on resources in or near the project area, which included a review of the SCCIC records and specific research completed with various local, state, and federal agencies (including a list of LAHCMs), and archival research. Other sources include City of Los Angeles Office of Historic Resources SurveyLA, the Los Angeles Department of City Planning Historic-Cultural Monument (HCM) Report: Central North City (2016), and the Los Angeles Department of City Planning City of Los Angeles Zoning Information and Map Access System (ZIMAS).

Based on these resources, the technical memo identifies the First Street Bridge as being a significant resource, as well as the portion Cold Storage Building that was evaluated as part of a separate CEQA project for Metro (ESOC) which found that portion of the building ineligible (820 E Jackson Street).

The technical memo completed new evaluations for the First Street Bridge and found the core capacity project would have no significant impact to the First Street Bridge.

The Cold Storage Building referenced in the comment letter at 210 N. Center Street was not included in the technical memo survey since it was determined to be not impacted per the technical memo methods which state:

A CEQA Project Area was established to consider the potential direct and indirect impacts from the Project. The CEQA Project Area includes the maximum Project footprint, limits of disturbance, and the existing railroad right-of-way. In addition, in areas where the Project will require a full or partial take of a property, then the full parcel was included in the CEQA Project Area. Overall, based on the proposed Project improvements, the CEQA Project Area was not expanded to include additional parcels, as the Project would not cause major changes outside of the existing railroad right-of-way; would not introduce railroad activities, features, or materials in areas where they do not currently exist; and would not introduce new audible or visual elements that may affect the use, characteristics, setting, or feeling or any potential nearby historical resources. As a result, the CEQA Project Area established for cultural resources includes the maximum areas that may be potentially impacted by the Project. The CEQA Project Area is roughly bounded by Commercial Street in the north, the Metro and BNSF Railway (Burlington Northern Santa Fe, or BNSF) right-of-way to the east, the property line of 300 South Santa Fe Avenue to the south, and a series of property lines paralleling Center Street and South Santa Fe Avenue to the west.



19-22

The IS/MND provides an appropriate level of detail for the nature and location of the project. Potential impacts are identified and mitigations to ensure impacts are not significant are included. Further technical analysis will be undertaken as appropriate as design proceeds including detailed geotechnical design, and other design supporting technical and structural analyses.

See also responses #12-25 and #12-26 regarding a Phase I ESA. In the event the Phase I ESA results would adversely impact construction activities and create a significant impact, such as significant additional truck trips, Metro would be required to conduct additional CEQA analysis prior to moving forward with construction activities. Therefore, should a conclusion unexpectedly change, Metro would undertake additional CEQA analysis if appropriate.

19-23

Metro has determined based on experience, analysis, and common sense that due to the project location and nature of the project there is no reasonable expectation for significant hydrology and water quality impacts that would warrant an EIR. All construction activities will be consistent with the impacts disclosed in this IS/MND. If final construction plans would result in impacts not anticipated, Metro would undertake additional CEQA review as appropriate, including public review.

19-24

The existing Metro Rail Yard plays a crucial role and will continue to play a crucial role in supporting the operation of the Regional Metro rail System. There is no plan nor intention to change the land use designation nor key role of the project's industrial site. Fortunately the site is distant enough from potential future developments to allow for the changes occurring in the Arts District if they are well planned and designed. However, these as yet non-existent uses must also be planned and sited allowing for the existing Metro Rail Yard to fulfill its vital regional transportation function. The IS/MND did analyze potential land use impacts to the nearest sensitive land use, the existing One Santa Fe property, and found no significant impact.

Additionally, the proposed core capacity improvements will have no significant impacts on the LA River Revitalization Project or biological resources.

19-25

The memo is written in a clear and direct manner including a brief project description, technical approach and background information section defining all appropriate technical terms. Analysis and results are presented in a clear manner free from jargon and unnecessarily complicated technical discussions. Construction noise and vibration issues are discussed in Section 6 of the technical memo in accordance with relevant LA City Codes. Noise and vibration mitigation was not proposed because no noise or vibrations impacts were identified to exist.

Additionally, a general project description is provided in Section 1.1 of the technical memo. Clear and precise modeling assumptions for number of train movements, speeds, and track types are provided in Section 3.2.

19-26

Construction noise and vibrations are discussed in Section 6 of the technical memo. Impacts are evaluated with respect to City of Los Angeles Municipal Code – Chapter IV – Section 41.40, Noise Due to Construction. Noise impacts were not identified as significant because construction would only occur during daytime periods, as permitted under the Code.

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Additionally, based on Metro's extensive construction experience in the project area, construction noise levels are not anticipated to exceed FTA daytime construction thresholds.

19-27

Noise and vibration impacts are typically only evaluated at historic properties if the current uses of those properties are considered to be noise or vibration sensitive, which the Cold Storage Facility mentioned in the comment letter is not. Noise and vibration impacts to the First Street Bridge, the other resource mentioned in the comment letter, would not be significant due to the at-grade construction activities of the core capacity improvements at this location. These activities would not be significant compared to the existing conditions of the rail yard and existing vehicle traffic traveling on the bridge.

19-28

As described in Section 2.3, noise measurements were conducted for an entire 24 hour period at two separate locations in the apartment complex. Noise measurements were not conducted during weekend periods, but observed noise sources (Metro railyard activity, aircraft overflights, local traffic, etc.) are assumed to be similar or less/fewer during weekend periods, so weekend noise levels are expected to be similar or less. However, even if existing noise level exposures were somewhat lower on weekends than weekdays, the predicted project noise levels are so far below the significance criteria (typically 12 dBA to 20 dBA below moderate impact thresholds) there would be no difference in assessed noise impacts.

19-29

The future train noise levels were predicted using approved FTA methodology, including reference level for train/transit cars in motion corrected for speed and track conditions and all typical related sources. Wheel squeal is typically associated with tight curves not represented in this project.

Regarding horn and bell mitigation, Section 3.2 of the technical memo specifically states that while the horns may be sounded in emergency situations, "alternative methods other than sounding the horn will be used to announce arrival or departure of trains at the turnback facility."

19-30

Please see comments and responses above that relate to the Project Description, specific environmental topics within the IS/MND, analyzing the entirety of the project, future passenger service into the Arts District, project construction, and mitigation measures.

19-31

See response #19-30.

19-32

Neither federal funding nor federal approval is involved. The project is not subject to NEPA.

19-33

See response #19-30.

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**Attached January 26, 2017, Metro Board Motion  
Downtown Los Angeles Arts District Connectivity**

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# **Metro**

*Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
3rd Floor Board Room*



## **Agenda - Final**

**Thursday, January 26, 2017**

**9:00 AM**

**One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room**

### **Board of Directors**

*John Fasana, Chair*

*Eric Garcetti, 1st Vice Chair*

*Sheila Kuehl, 2nd Vice Chair*

*Kathryn Barger*

*Mike Bonin*

*James Butts*

*Jacquelyn Dupont-Walker*

*Robert Garcia*

*Janice Hahn*

*Paul Krekorian*

*Ara Najarian*

*Mark Ridley-Thomas*

*Hilda Solis*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**

(ALSO APPLIES TO BOARD COMMITTEES)

### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

### **DISCLOSURE OF CONTRIBUTIONS**

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**REGULAR BOARD MEETING  
THURSDAY, JANUARY 26, 2017**

CONSENT CALENDAR ITEMS	NON-CONSENT ITEMS	CLOSED SESSION
2	3	54
8	4	
9	4.1	
10	22	
11	25	
13	38	
14	45	
15	48	
16	49	
17	50	
18	51	
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\*\*REQUIRES 2/3 VOTE OF THE BOARD

**CALL TO ORDER****ROLL CALL**

APPROVE Consent Calendar Items: 2, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 23, 24\*\*, 26, 27\*\*, 31, 32, 33, 34, 39, 40, 41, 44, 46, 47, 52 and 53.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

\*\*Items require 2/3 vote of the Board.

**CONSENT CALENDAR**

- 2 APPROVE **Minutes of the Regular Board Meeting held December 1, 2016.**

[2016-0963](#)

**Attachments:** [ATTACHMENT A - Dec 1, 2016 Minutes](#)

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE (4-0) AND CONSTRUCTION COMMITTEE (3-0) MADE THE FOLLOWING RECOMMENDATION:**

- 8 CONSIDER:

[2016-0867](#)

- A. APPROVING up to \$500,000 in **Measure R 20% Highway Funds for design and construction of two temporary signals for the properties at 16810 -16900 Valley View Avenue in Cities of La Mirada and Cerritos**; and
- B. AUTHORIZING the Chief Executive Officer to execute the necessary agreements with Caltrans to implement the mitigation.

**Attachments:** [Valley View Temp Signal Picture 2.pdf](#)



**FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

9 CONSIDER: [2016-0774](#)

- A. ADOPTING the **Investment Policy** as revised in Attachment A.
- B. APPROVING the **Financial Institutions Resolution** authorizing financial institutions to honor signatures of LACMTA Officials, Attachment B; and
- C. DELEGATING to the Treasurer or his/her designees, the **authority to invest funds for a one year period**, pursuant to California Government Code (“Code”) Section 53607.

**Attachments:**     [Attachment A - 2017 LACMTA Investment Policy prelim](#)  
                          [Attachment B - Financial Resolution 01'17 prelim](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

10 CONSIDER: [2016-0935](#)

- A. ADOPTING the **Resolution authorizing LACMTA Officials to execute and sign an agreement with the State Board of Equalization for implementation of Measure M**, Attachment A;
- B. APPROVING agreement to set-up systems to administer and operate Measure M, Attachment B, at a one-time cost up to \$175,000; the funds are included in the FY17 budget;
- C. APPROVING agreement to provide on-going administration and operation of Measure M, Attachment C;
- D. ADOPTING the Resolution authorizing examination of Measure M sales tax records by Metro and audit consultant staff, Attachment D; and
- E. AUTHORIZING the CEO or his designee to take all actions necessary to achieve the foregoing.

The attachments are in substantially final form.

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**Attachments:**     [Attachment A - RESOLUTION - Authority to Sign Contracts](#)  
[Attachment B - Agreement for Preparation to Administer and Operate](#)  
[Attachment C - Agreement for State Administration Measure M](#)  
[Attachment D - District Resolution](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

- 11     AUTHORIZE the Chief Executive Officer to execute a right-of-way contract of sale (Contract) with the **State of California, Department of Transportation (Caltrans) to construct High Occupancy Vehicle (HOV) lanes on the Interstate 5 Freeway between Burbank Boulevard and Buena Vista Street** (Project).

[2016-0941](#)

**Attachments:**     [Attachment A - Contract of Sale Key Terms](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 13     ADOPT the **Development Guidelines (Attachment C) for the joint development of the 1.08-acre Metro-owned property at the Mariachi Plaza Gold Line Station.**

[2016-0890](#)

**Attachments:**     [Attachment A - Site Map](#)  
[Attachment B - Letter to Los Angeles City Planning Department](#)  
[Attachment C - Mariachi Plaza Development Guidelines](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 14     CONSIDER: [2016-0938](#)
- A. APPROVING the **SCAG 2017 ATP Regional Program Implementation Project List for Los Angeles County including the assignment of ten points for consistency with regional, local, and Metro plans and a contingency list to be used should additional ATP funds be made available**, as shown in Attachment A; and
- B. AUTHORIZING the Chief Executive Officer to commit \$2,169,000 to the Metro-sponsored project, *Reconnecting Union Station to the Historic Cultural Communities in DTLA*, required in order to secure partial ATP funding of \$3,157,000.

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**Attachments:**     [Attachment A - Regional Implementation Projects List for LA County](#)  
[Attachment B - Statewide Awards for LA County](#)  
[Attachment C - SCAG ATP Project Selection Processes](#)  
[Attachment D - Metro Grant Assistance Summary](#)  
[Attachment E - Impact to the Call for Projects](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 15     AUTHORIZE the Chief Executive Officer to: [2016-0940](#)
- A. EXECUTE Modification No. 3 to Task Order No. PS2999200FFO2TO1 under Contract No. PS4010-3041-FF-XX, with **Kleinfelder, Inc., for the Union Station Master Plan (USMP), to provide additional environmental services** in the amount of \$82,533, increasing the Total Task Order Value from \$839,362 to \$921,895;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS2999200FFO2TO1 for USMP in the amount of \$150,000, increasing the total CMA amount from \$100,000 to \$250,000, to support additional services related to USMP;
- C. EXECUTE Modification No. 7 to Contract No. PS4330-2863, with Gruen Associates, for the USMP, to provide planning services in support of a Request for Interests and Qualifications (RFIQ), in the amount of \$209,532, increasing the Total Contract Value from \$5,901,125 to \$6,110,657, and extend the performance period from March 2017 to June 30, 2019; and
- D. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4330-2869 for the USMP in the amount of \$150,000-increasing the total CMA amount from \$721,825 to \$871,825 to support additional services related to the USMP.

**Attachments:**     [Attachment A-1 - Procurement Summary PS2999200FFO2TO1](#)  
[Attachment A-2 - Procurement Summary PS4330-2863](#)  
[Attachment B-1 - Task Order Log PS2999200FFO2TO1](#)  
[Attachment B-2 - Contract Modification Change Order Log PS4330-2863](#)  
[Attachment C-1 - DEOD Summary PS4010-3041](#)  
[Attachment C-2 - DEOD Summary PS4330-2863](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

16 CONSIDER:

[2016-0945](#)

A. APPROVING the **FY 2017 Solicitation for Proposals for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom Program funds**, for which Metro is the Designated Recipient for the urbanized areas of Los Angeles County, including the following:

1. The Allocation Process shown in Attachment A;
2. The solicitation funding marks estimated up to \$9,692,287 for Section 5310 projects, \$8,013,181 for Section 5316 projects, and \$665,306 for Section 5317 projects, for a combined total of \$18,370,774; and
3. The Application Package shown in Attachment B.

B. ALLOCATING \$10,139,411 in Section 5310 funds for Access Services as identified by the FY 2017 Funding Allocation Process, for Traditional Capital Projects, to support complementary paratransit service that the American with Disabilities Act of 1990 (ADA) requires.

**Attachments:**      [Attachment A - FY17 Funding Allocation Process](#)  
[Attachment B - Application for 2017 Solicitation for Proposals, Revised](#)  
[Attachment C - Schedule of Activities - FY 2016 Solicitation for Proposals](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

17 CONSIDER:

[2016-0952](#)

A. AMENDING the **2009 Long Range Transportation Plan (LRTP) to include the projects and programs in the Measure M Expenditure Plan**; and

B. WORKING with the **Southern California Association of Governments (SCAG) to amend the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) to include the same projects**, as necessary.

**Attachments:**      [Attachment A - Measure M Ordinance](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

18 CONSIDER: [2016-0962](#)

- A. APPROVING programming of funds for **third party costs for the L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$500,000 of Measure R 3% funds;
- B. APPROVING programming of funds for **third party costs for the Brighton to Roxford Double Track Project** in the amount of \$2,176,700 of Measure R 3% funds;
- C. APPROVING programming of funds for the **Metrolink San Bernardino Line Diesel Multiple Unit (DMU) Study** in the amount of \$400,000 of Measure R 3% funds; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary third-party and other agreements, referenced above;

Attachments: [Attachment A - Third Party Costs](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

19 APPROVE: [2016-0967](#)

- A. The recommended **Alternative 2 Northerly Point of Access and Salem Sperry Grade Separation** for the environmental documents and preliminary engineering design phase; and
- B. Third party costs of up to \$2 million for the City of Glendale, City of Los Angeles, Southern California Regional Rail Authority and other third parties and authorize the Chief Executive Officer (CEO), or his designee, to negotiate and execute all agreements necessary for this action.

Attachments: [Attachment A - June 2015 Board Report](#)  
[Attachment B - Northerly Point-of-Access and Salem Sperry Overpass](#)  
[Attachment C - Recommended Alternative 2 - Salem Sperry Overpass](#)  
[Attachment D - Recommended Alternative 2 - Northerly Point-of-Access \(J-Hool](#)  
[Attachment D1 - Recommended Alternative 2 - Northerly Point-of-Access \(P-Ho](#)  
[Attachment E - Director Najarian Board Motion](#)

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**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 20 CONSIDER **Motion by Antonovich and Najarian** that the Metro Board of Directors direct the CEO to report back to the Board in March 2017 with a status update on the High Desert Multipurpose Corridor Project, including important milestones reached, next steps, collaborative efforts between staff and the HDMC JPA, and opportunities for advancement of the project.

[2016-0949](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 23 AUTHORIZE the Life-of-Project (LOP) budget of \$13,185,000 for a **three-year Fuel Storage Tank Project managed through Environmental Compliance and Sustainability Section (ECSS)**.

[2016-0886](#)

Attachments: [Attachment A - Cost Estimates](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 24 CONSIDER:
- A. FINDING that use of the design-build contracting delivery approach pursuant to Public Utilities Code Section 130242(a) will achieve certain private sector efficiencies in the integration of the design and construction of the **Westside Purple Line Extension Project - Section 3** by providing for the award of a design-build contract to the lowest responsive and responsible bidder; and
- (REQUIRES 2/3 VOTE)
- B. APPROVING the use of the design-build contracting delivery approach pursuant to Public Contract Code 22160 - 22169 to reduce project costs, expedite project completion and allow for either an award to the lowest responsive and responsible bidder, or the negotiation and award of a design-build contract to a responsible proposer whose proposal is determined to be the best-value to Metro.

[2016-0828](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 26 INCREASE the authorized funding for Contract No. EN077 with **Arcadis US, Inc. (AUS), to fund additional Environmental Hazardous Materials and Construction Services Task Orders** in an amount not-to-exceed \$3,255,000 increasing the total Contract Value from \$38,000,000 to \$41,255,000. [2016-0932](#)

**Attachments:**      [Attachment A - Procurement Summary.pdf](#)  
[Attachment B - Contract Modification-Change Order Log.pdf](#)  
[Attachment C - DEOD Summary.pdf](#)  
[Attachment D - Summary of Current and Proposed Work Requiring AUS Service](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 27 CONSIDER: [2016-0944](#)

A. FINDING that awarding contracts for a design-build delivery, pursuant to Public Utilities Code Section 130242 (a), will achieve certain private sector efficiencies in the integration of design, project work, and components related to real property renovation, improvements, and construction work at Metro transit facilities in Los Angeles County as defined by the projects listed in Attachment A; and

(REQUIRES 2/3 VOTE)

B. AUTHORIZING the Chief Executive Officer to award design-build contracts for **renovations, improvements, and construction at Metro transit facilities related to projects** listed in Attachment A.

**Attachments:**      [Attachment A - Projects Proposed for Design-Build Approach.pdf](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

31 AUTHORIZE the Chief Executive Officer to: [2016-0839](#)

- A. AWARD a firm fixed price Contract No. OP67538000 with **Penske Motor Group, the lowest responsive and responsible bidder for 110 Hybrid Sedans** for \$2,936,769 inclusive of sales tax and environmental fees, subject to resolution of protest(s), if any; and
- B. PROCEED with the solicitation and procurement of 10 Zero Emissions Electric Vehicles (EVs) in order to determine their feasibility and operational viability within Union Station Gateway (USG), bus and rail operating locations.

Attachments:      [Attachment A - Procurement Summary](#)  
                                 [Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

32 AUTHORIZE the Chief Executive Officer to award a two year, indefinite delivery/indefinite quantity Contract No. VM67502000 for **engine oil to Rosemead Oil Products, Incorporated**, the lowest responsive and responsible bidder for a not to exceed amount of \$805,281 inclusive of sales tax for the base year, and not-to-exceed amount of \$821,569 inclusive of sales tax for a one year option, for a total contract amount of \$1,626,850, subject to resolution of protest(s), if any. [2016-0931](#)

Attachments:      [Attachment A - Procurement Summary](#)  
                                 [Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

33 AUTHORIZE the Chief Executive Officer to reject all bids in response to IFB No. OP28589 for **Metro Red/Purple Line Tunnel Washing Services**, cancel the procurement and issue a new Invitation for Bids for the Tunnel Washing Services. [2016-0910](#)



**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 34** AUTHORIZE the Chief Executive Officer to award four-year contracts to the following four lowest, responsive and responsible bidders for **non-inventory paper supplies** for an indefinite delivery, indefinite quantity for a total amount not-to-exceed \$3,000,000, inclusive of sales tax, effective February 2, 2017, subject to resolution of protest(s), if any. [2016-0968](#)
- A. Contract No. PS2039471406-2000/001 with Bashboy Enterprises dba California Printing Consultants for a total contract amount not to exceed \$600,000,
  - B. Contract No. PS2039471406-2000/002 with Gorilla Stationers for a total contract amount not to exceed \$150,000,
  - C. Contract No. PS2039471406-2000/003 with Spicer's Paper, Inc. for a total contract amount not to exceed \$2,100,000; and
  - D. Contract No. PS2039471406-2000/004 with Veritiv Operating Company for a total contract amount not to exceed \$150,000.

**Attachments:**      [Attachment A - Procurement Summary](#)  
                                 [Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 39** AWARD a sole source 60-month indefinite quantity/indefinite delivery Contract No. MA6274900 for the **overhaul of 52 friction brake systems for Breda A650 Red Line cars to Wabtec Passenger Transit (Wabtec)**, the original equipment manufacturer (OEM), for a not-to-exceed amount of \$2,857,400, inclusive of one service option. [2016-0847](#)

**Attachments:**      [Attachment A - Procurement Summary](#)  
                                 [Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**40** AUTHORIZE the Chief Executive Officer to: [2016-0975](#)

- A. AWARD a firm fixed unit rate Contract No. OP671430003367 for **uniform rental services with Prudential Overall Supply**, for a not-to-exceed amount of \$3,372,104 for the three-year base period and \$3,372,104 for the one, three year option, for a combined total of \$6,744,208 effective February 1, 2017 through January 31, 2023; and
- B. EXECUTE Modification No. 11 for the existing uniform rental services Contract No. OP30002227 with Prudential Overall Supply to extend the period of performance by four (4) months, through July 31, 2017 and request additional authority in the amount of \$260,000, increasing the contract value from \$5,165,029 to \$5,425,029

**Attachments:**      [Attachment A - Procurement Summary Uniforms](#)  
                                 [Attachment A-1 Contract Modification - Change Log](#)  
                                 [Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**41** CONSIDER **Motion by Garcetti, Solis, Bonin and Dupont-Walker** that the Board direct the CEO to: [2017-0020](#)

- A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:
1. Turn-back facility improvements,
  2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,
  3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,
  4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

- A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.
- B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.
- C. Provide an initial report back on all the above during the April 2017 Board cycle.

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

- 44 ADOPT staff recommended positions: [2016-1001](#)
- A. **AB 1 (Frazier)** - Transportation Funding **SUPPORT WORK WITH AUTHOR**
  - B. **SB 1 (Beall)** - Transportation Funding **SUPPORT WORK WITH AUTHOR**
- Attachments: [Attachment A - AB 1 & SB 1\(1\)](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

- 46 APPROVE: [2016-1008](#)
- A. the renewal of the Project Labor Agreement (PLA), and Construction Careers Policy (CCP), as amended;
  - B. the updated PLA (Attachment A) which covers certain Metro Construction and Joint Development (JD) projects,
  - C. the updated CCP (Attachment B) which covers certain Metro Construction and Joint Development projects; and
  - D. the updated Metro JD Policy (Attachment C) to incorporate Metro's PLA and CCP and separate the JD Policy from the JD Procedures.
- Attachments: [A. Updated Project Labor Agreement 1-27-2017](#)  
[B. Updated Construction Careers Policy 1-27-16](#)  
[C. Updated Joint Development Policy 1-27-2017](#)  
[D. Letter of Support](#)

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

47 CONSIDER: [2016-0999](#)

- A. RECEIVING AND FILING the **Countywide ExpressLanes Strategic Plan** Executive Summary (Attachment A) full report available at [http://libraryarchives.metro.net/DB\\_Attachments/170111\\_Strategic\\_Plan\\_with\\_Appendices.pdf](http://libraryarchives.metro.net/DB_Attachments/170111_Strategic_Plan_with_Appendices.pdf) , and;
- B. AUTHORIZING the CEO to initiate planning studies including a comprehensive financial plan for Tier 1 projects as outlined in Attachment B and submit those projects as a network to the California Transportation Commission to request tolling authority.

**Attachments:** [Attachment A-Countywide Express Lanes Strategic Plan Executive Summary](#)  
[Attachment B - Tiers 1 2 and 3 Projects](#)  
[Attachment C- Nov 2014 Motion #59](#)  
[ExpressLanes Strategic plan presentation](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

52 CONSIDER **Motion by Director Kuehl** that the Board direct the CEO to: [2017-0030](#)

- A. Meet with environmental stakeholders and representatives of Caltrans District 7, the County of Los Angeles, the Los Angeles County Flood Control District, the Regional Water Quality Control Board, state and federal fish and wildlife agencies, and other potentially interested parties to discuss any interest in a RAMP approach for multijurisdictional cooperation in biological mitigations, and explore the development of a conservation greenprint that identifies and helps prioritize areas of high ecological value, water resources, and wildlife movement corridors;
- B. Convene a working group of environmental stakeholders and Metro/Caltrans project managers for Transit, Highway and Active Transportation projects to develop an early screening process for biological evaluation to be applied to the review of projects scheduled for planning and/or construction over the next thirty years. Screening shall not only include any likelihood of direct and indirect impacts to plant and/or animal species, habitats, biological systems, and wildlife corridors, but also an evaluation of multiple Metro projects with regard to commonalities in ecosystems, animal and plant type, habitat, watershed, and scheduled timing of implementation. Project

evaluation should also determine whether current review and implementation status renders the project inappropriate for inclusion in a RAMP; and

C. Prepare a report back to the Board within 120 days on the preliminary results of the consultations and a proposed early screening process to be considered for all major Metro transportation projects, as well as an approach to identifying high value conservation lands, water resources, and wildlife movement corridors.

53 CONSIDER:

[2016-0731](#)

- A. APPROVING the **Airport Metro Connector (AMC) 96th Street Transit Station Project** which will add a new Metro rail station to the Crenshaw/LAX Line at 96th Street;
- B. CERTIFYING the Final Environmental Impact Report (Final EIR). Attachment A contains the Project Overview. The Final EIR is available upon request or at [www.metro.net/projects/lax-extension](http://www.metro.net/projects/lax-extension) <http://www.metro.net/projects/lax-extension>;
- C. ADOPTING the:
1. Mitigation Monitoring and Reporting Plan (MMRP) (Attachment B); and
  2. Findings of Fact (Attachment C)
- D. AUTHORIZING the Chief Executive Officer (CEO) to file the Notice of Determination (NOD) (Attachment D) with the Los Angeles County Clerk and State of California Clearinghouse; and
- E. RECEIVING AND FILING the quarterly project status report including architectural and engineering design services and coordination with the Los Angeles World Airports (LAWA) and the Crenshaw/LAX Project, as directed by the Metro Board in July 2014 (Attachment E).

**Attachments:**      [Attachment A – Project Overview](#)  
[Attachment B – Mitigation Monitoring and Reporting Program](#)  
[Attachment C – Findings of Fact](#)  
[Attachment D – Notice of Determination](#)  
[Attachment E – July 2014 Metro Board motion](#)  
[Attachment F - June 2014 Board Motion](#)

NON-CONSENT

- 3 Report by the **Chair**. [2016-0964](#)
- 4 Report by the **Chief Executive Officer**. [2016-0965](#)
- 4.1 RECEIVE **Annual State of the Agency Address** from Chief Executive Officer, Phillip A. Washington. [2017-0003](#)

**CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:**

- 22 AUTHORIZE the Chief Executive Officer (CEO) to execute: [2016-0885](#)
- A. a five year cost-plus fixed fee Contract No. PS20109 to **LSA Associates, Inc. for sustainability climate change adaptation and greenhouse gas emissions reduction** (GHG) services on task orders, with an initial amount not-to-exceed \$6,365,000 inclusive of three base years (not to exceed \$3,742,143) with two one-year options (year one = \$1,274,468 and year two = \$1,348,109), subject to resolution of protest(s), if any; and
- B. individual Task Orders and changes within the Board approved contract amount.

**Attachments:** [Attachment A - Procurement Summary](#)  
[Attachment B - DEOD Summary](#)  
[Attachment C - Forecasted GHG Emissions Cost](#)

**CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:**

- 25 AUTHORIZE the Chief Executive Officer to execute: [2016-0887](#)
- A. a five-year cost-plus fixed fee Contract No. PS20111, with **ICF International for CEQA/NEPA Environmental Services and Support** on Task Orders, inclusive of two one-year options with an initial amount not-to-exceed \$25,604,000, inclusive of three base years (not to exceed \$15,076,003) with two one-year options (year one = \$5,211,497 and year two = \$5,315,727), subject to resolution of protest(s)subject to resolution of protest(s), if any; and

- B. individual Task Orders and changes within the Board approved contract amount.

**Attachments:**      [Attachment A - Procurement Summary-0887](#)  
[Attachment B - DEOD Summary Procurement Summary](#)  
[Attachment C - Forecasted Environmental Compliance Work](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:**

- 38**      AUTHORIZE the Chief Executive Officer to execute a Contract Modification exercising three one-year options to: [2016-0768](#)

- A. Contract No. OP39602795A with **LTK Engineering Services for Element A, Consultant for Light Rail Vehicle Acquisition, Technical Support Services**, in an aggregate amount of \$5,972,304, increasing the total Contract amount from \$15,236,445 to a total not-to-exceed amount of \$21,208,749; and
- B. Contract No. OP39602795B with CH2M Hill Inc. for **Element B, Consultant for Light Rail Vehicle Acquisition, Program Management Support Services**, in an aggregate amount of \$2,291,639, increasing the total Contract amount from \$6,087,246 to a total not-to-exceed amount of \$8,378,885.

**Attachments:**      [Attachment A OP39602795A Procurement Summary](#)  
[Attachment A OP39602795B Procurement Summary](#)  
[Attachment B OP39602795A Contract Modification Log](#)  
[Attachment B OP39602795B Modification Log](#)  
[Attachment C2 - DEOD Summary](#)  
[Attachment C1 - DEOD Summary](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (3-0):**

- 45**      ADOPT the proposed **2017 Federal and State Legislative Program**. [2016-1005](#)

FASANA amendment in Attachment B, Goal 12.

**Attachments:**      [Attachment A - 2017 Federal Legislative Program](#)  
[Attachment B - 2017 State Legislative Program](#)

**PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS AND CONSTRUCTION COMMITTEE FORWARDED AS AMENDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:**

**48 CONSIDER:**

[2016-0980](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute contract modification(s) to Contract No. C0988 with **Walsh/Shea Corridor Constructors (WSCC)**, for final costs associated with construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street and implement an agreement on critical cost and schedule impacts in an amount of \$59,150,000 increasing the total contract value from \$1,311,627,532 to \$1,370,777,532, no impact to Crenshaw/LAX Project Life-of-Project Budget;
- B. AMENDING the FY17 budget by \$28,600,000 for Project 460303 Airport Metro Connector Accommodations from \$10,760,760 to \$39,360,760 for the allocable portion of its costs related to the \$59,150,000 under Recommendation A; and
- C. AUTHORIZING the CEO for a pilot period of 1 year to negotiate and execute project-related agreements, including contract modification(s) up to the authorized Life-of-Project budget, to streamline project management of the Crenshaw/LAX Transit Project subject to monthly reporting requirements to the Board of Directors.

**Attachments:**

[Attachment A - Procurement Summary.pdf](#)

[Attachment B - Contract Modification-Change Order Log.pdf](#)

[Attachment C - DEOD Summary.pdf](#)

[Attachment D - WSCC-Metro Agreement.pdf](#)

[Attachment E - WSCC-Metro Agreement.pdf](#)

**CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:**

**49 CONSIDER:**

[2016-0973](#)

- A. INCREASING the Life of Project (LOP) Budget on the **Regional Connector Transit Corridor Project** by \$199 million from \$1,551,840,570 to \$1,750,840,570;
- B. AMENDING the FY17 Budget on the Regional Connector Transit Corridor Project by \$30.6 million from \$220,730,000 to \$251,330,000;



- C. AUTHORIZING the CEO to execute Contract Modification No. 74 with Regional Connector Constructors (RCC) in the amount not to exceed \$50,600,000, for delays and schedule mitigation measures, electrical and water utility relocation costs, additional fire life safety engineering and other design and construction changes, increasing the total contract value from \$1,052,391,660 to \$1,102,991,660.
- D. AUTHORIZING the CEO to negotiate and execute project-related agreements, including contract modification(s) up to the authorized Life of Project budget, to streamline project management of the Regional Connector Transit Corridor Project subject to monthly reporting requirements to the Board of Directors.

**Attachments:** [Attachment A - Procurement Summary C0980.pdf](#)  
[Attachment B - DEOD Summary C0980.pdf](#)  
[Attachment C - CMA Summary C0980.pdf](#)  
[Attachment D - RC Funding Plan C0980.pdf](#)  
[Attachment E - Measure R Cost Management Process and Policy Analysis C0980.pdf](#)  
[Attachment F - Construction Committee Report Dated November 19 2015 C0980.pdf](#)

**CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:**

50 CONSIDER:

[2016-0971](#)

- A. ESTABLISHING a Life-of-Project Budget (LOP) Budget of \$2,440,969,299 for the **Westside Purple Line Extension Section 2 Project**;
- B. AUTHORIZING the Chief Executive Officer (CEO) to award a 102-month firm fixed price contract under Request for Proposal (RFP) No. C1120 to Tutor Perini/O & G, a Joint Venture (TPOG), the responsive and responsible Proposer determined to provide Metro with the best value for the final design and construction of the Westside Purple Line Extension Section 2 Project (Project) for a firm fixed price of \$1,376,500,000.00, subject to resolution of protest(s), if any; and
- C. AUTHORIZING the CEO to negotiate and execute project related agreements, including contract modification(s), up to the authorized Life-of-Project Budget for Sections 1 and 2 of the Westside Purple Line Extension Project, to streamline project management of the Project subject to monthly reporting requirements to the Board of Directors.

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**Attachments:** [Attachment A -Procurement Summary-C1120 FINAL .pdf](#)  
[Attachment B -DEOD Summary-C1129.pdf](#)  
[Attachment C - Funding Expenditure Plan.pdf](#)  
[Attachment D - Measure R Cost Management Process .pdf](#)

**EXECUTIVE MANAGEMENT COMMITTEE FORWARDED WITHOUT RECOMMENDATION  
DUE TO ABSENCES AND CONFLICTS:**

- 51 ADOPT revisions to **Metro's System Advertising Policy in order to update policy and expand Metro's current advertising opportunities and generate additional revenue** - as recommended in the Risk Allocation Matrix (RAM) process approved at the January 2016 Board meeting. [2016-1006](#)
- Attachments:** [Attachment A - Metro System Advertising \(COM6\)-ORIGINAL2013](#)  
[Attachment B - Metro System Advertising \(COM6\)-CHANGEScolor](#)  
[Attachment C - Metro System Advertising \(COM6\)-CLEAN](#)

**END OF NON-CONSENT ITEMS**

- 54 **CLOSED SESSION:** [2017-0046](#)
- A. Conference with Legal Counsel - Existing Legislation - G.C. 54956.9(d) (1):
1. Carol DeRegis v. LACMTA, LASC Case No. BC499120
  2. Alejandro Pulido Sevillano, et al. v. LACMTA, LASC Case No. BC575207
  3. Jose Madrigal v. LACMTA, LASC Case No. BC489953
- B. Conference with Labor Negotiator - G.C. 54957.6:  
Agency Designated Representative: Joanne Peterson or designee  
Employee Organizations: SMART, ATU, TCU, AFSCME and Teamsters

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN  
COMMITTEE'S SUBJECT MATTER JURISDICTION**

Adjournment

