

### 3.7 CULTURAL RESOURCES

The information in this section is based on the following technical reports:

- *Historic Property Survey Report* (Galvin Preservation Associates 2012)
- *Historical Resources Evaluation Report* (Galvin Preservation Associates 2012)
- *Archaeological Survey Report* (LSA Associates, Inc. 2012).

#### 3.7.1 REGULATORY SETTING

“Cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and the California Department of Transportation (Caltrans) went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. States Department of Transportation Act, which regulates the “use” of land from historic properties. See Appendix B for specific information regarding Section 4(f).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources (California Register). PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory State-owned structures in its rights-of-way.

### 3.7.2 AFFECTED ENVIRONMENT

#### 3.7.2.1 CULTURAL RESOURCE SETTING

**ENVIRONMENT.** The cultural resource setting of the Study Area is based on the underlying assumption that humans and human societies are in continual interaction with the physical environment. Being an integral and major part of the ecological system, humans respond to the limits imposed by the environment through technological and behavioral adaptation and by altering the environment to produce more favorable conditions. In that context, the biotic character and natural environment of the Study Area has been almost completely altered from its natural setting by modern development.

**ETHNOGRAPHY.** Ethnographic studies show that the Study Area was occupied by an Uto-Aztecan-speaking Native American group known as the Gabrielino during the 16<sup>th</sup> to 19<sup>th</sup> centuries. The term “Gabrielino” is derived from the association of these Indian peoples with Mission San Gabriel. The Gabrielino practiced a hunter-gatherer lifestyle and lived in permanent communities near the convergence of two or more environmental zones or habitats. Commonly chosen sites included areas near rivers, streams, and inland watercourses; sheltered coastal bays and estuaries; and the transition zone delineating prairies and foothills.

**HISTORY.** Prior to Spanish exploration and occupation of California in the mid to late 18<sup>th</sup> century, trails crisscrossed the Gabrielino lands and were used in trading between inland and coastal native groups. Some of these trails led from the coastal area of present-day San Pedro into the Los Angeles area and through the passes beyond. During the early development of Pueblo de los Angeles, the plains south and southeast of the pueblo became the center of the hide and tallow trade, with San Pedro being its major embarkation point. A well-rutted road connected Los Angeles with San Pedro and crossed the flat plains, where the only change in landscape was the low rise of the Dominguez Hills.

Los Angeles, San Pedro, and the main dirt road joining them changed little until 1847, when American settlement began. During the early 1850s, the Sepulveda family of nearby Rancho Los Palos Verdes established freight and passenger service between Los Angeles and San Pedro. The route in those early days was known as both the San Pedro Road and Sepulveda’s Stage Road. As the population of Los Angeles grew and the coastal shipping industry developed, with more schooners and steamer traffic arriving at San Pedro, the San Pedro Road became a major artery of travel and the forerunner of later paved roads and highways.

Throughout the 1920s and 1930s, the City of Los Angeles prospered in unison with the coastal harbors. Imports and exports soon became the driving economy in the Long Beach and Los Angeles harbors but the railroads were not located within proximity to the harbors. Roads began developing to accommodate trucks that could transport goods into Los Angeles without the access limitations of the railroad tracks. During the post-World War II period, the construction of

freeways that linked with the harbors and the introduction of metal container shipping into the area quickly transformed the shipping industry.

During the post-World War II period, employment in Los Angeles grew the fastest in the outlying areas of the city. The suburban cities of Compton, South Gate, and Commerce and other cities lining the present-day Interstate 710 (I-710) Corridor experienced an economic boom due to the manufacturing trade, which altered the traffic patterns within the metropolitan region. With the development of Los Angeles suburbs, the automobile was instrumental in easing the burden on the urban infrastructure. Freeway systems played a major role by linking downtown Los Angeles with the suburbs. The I-710 freeway (also known as the Long Beach Freeway) was constructed in stages between 1952 and 1965 (see Figures 3.7-1 and 3.7-2).

Prior to its construction, a right-of-way was established for the proposed freeway and properties were acquired by the State through eminent domain. A majority of the properties contained single-family residences that were either moved or demolished; most of these residences were once part of housing tracts that were developed primarily during World War II to house people working at local defense industries.

**ARCHITECTURE.** Within the I-710 Corridor, architecture followed prevailing trends, but also reflected the realities of a working-class population and the gradual development of architectural forms appropriate to the ideals of the California lifestyle. Residential styles transitioned from the Victorian styles of the late 1800s to the Revival and Craftsman styles in the 1910s and 1920s, followed by the California Ranch style, which gained great popularity during the post-World War II period.

Freeway subdivisions were created out of the formation of the Interstate System during the post-World War II period. These residential developments were designed with the automobile in mind, and thus, were easily accessible by freeway and major arterial routes. Freeway subdivisions are prevalent throughout the Study Area.

Industrial and commercial architecture was generally more utilitarian and vernacular, with only a few structures having any identifiable style or stylistic influences. One unique style is referred to as Programmatic Architecture, which was a style that first appeared in the early part of the 20<sup>th</sup> century and flourished during the post-World War II period as the automobile culture grew in unison with the housing boom. The style involved the use of large-scale objects that mimic animals, food products, and household objects as a form of advertising, especially in the form of roadside advertising.

**This page left intentionally blank**



**Figure 3.7-1 1951 View of the Long Beach Freeway**

1951 view of the Long Beach Freeway during the early stages of construction (Taken from Richard DeAtley, *Long Beach: The Golden Shore*, 1988).



**Figure 3.7-2 1955 View of the Long Beach Freeway**

1955 view of a "cloverleaf" on-/off-ramp at Imperial Hwy. in the city of South Gate (Image courtesy of the Caltrans Transportation Library and History Center).

**This page left intentionally blank**

### **3.7.2.2 AREA OF POTENTIAL EFFECTS**

The area of potential effects (APE) for the I-710 Corridor Project defines the geographic area within which the build alternatives have the potential to directly or indirectly affect historic properties, if such properties are present. The APE boundary is the maximum extent of all potential direct and indirect project impacts on cultural resources. The APE contains approximately 2,532 acres along and adjacent to the I-710 Corridor and the arterial intersections located various distances from I-710 but included in the project. The APE was delineated based on the combined maximum disturbance limits anticipated for Alternatives 5A and 6A/B/C.

Delineation of the APE is influenced by the scale and nature of a proposed undertaking and may be different for different kinds of effects. The area of direct effects is based on the horizontal and vertical extents of anticipated ground-disturbing activities, including permanent and temporary project impacts. The area of indirect effects refers to effects of the project on cultural resources outside the area of direct effects and can include visual, noise, or atmospheric intrusions; shadow effects; vibration from construction activities; or changes in access to or use of a cultural resource.

### **3.7.2.3 RECORDS SEARCH**

Records searches were conducted at the South Central Coastal Information Center of the California Historical Resources Information System, located at California State University, Fullerton, on May 7, 2009, and July 14, September 21, and October 3, 2011. In addition to reviewing reports and records pertaining to archaeological and historical sites, as well as previous studies, the following were reviewed:

- National Register of Historic Places
- California Register of Historical Resources
- California Inventory of Historic Resources
- California Points of Historical Interest
- State Historic Resources Commission
- Caltrans Historic Highway Bridge Inventory
- City of Los Angeles Historic-Cultural Monuments

In addition, general research was conducted at public libraries and City building departments throughout the Study Area.

Local historical societies and local governments were identified and invited to participate in the Section 106 process in accordance with 36 CFR §800.3(f)(1). On September 30, 2009, letters were sent to the consulting parties and other individuals and organizations likely to have knowledge of or concerns regarding historic properties in the area (*Historic Property Survey Report*; Attachment F). The purpose of the letter was to seek information and identify any issues related to the undertaking's potential effects on historic properties as part of the process of identifying historic properties (36 CFR §800.4 (a)(3)).

#### **3.7.2.4 SURVEY METHODS**

**ARCHITECTURAL SURVEY METHODS.** Field visits were conducted to identify buildings and/or structures located within the APE that are older than 45 years of age that would require evaluation for historical significance. The general guideline is 50 years of age to require evaluation; however, in anticipation of turning 50 years before completion of the project, buildings that are 45 years of age now are being considered.

A total of 196 buildings requiring evaluation were identified. Photographs and notes were taken for each building identified within the APE. Notes from visual observations were taken in the field, and documentary photographs were later used for developing the State of California Department of Parks and Recreation Series 523 forms (DPRs) for those buildings requiring evaluation. There were also five bridges that had a historical rating of 4 (meaning they were unevaluated) on the California Department of Transportation (Caltrans) statewide historic bridge inventory. These four bridges were evaluated on DPR forms, which are located in Appendix C of the *Historical Resources Evaluation Report*.

**ARCHAEOLOGICAL SURVEY METHODS.** An archaeological field survey was conducted for areas within the APE that contained possibly intact visible ground surface and were within the maximum limits of direct impacts for all alternatives. No archaeological resources were identified within or adjacent to the APE. The archaeological survey area has been extensively disturbed by construction of existing freeways and roads, railroads, urban development, and other infrastructure; river channelization; hydrologic events; and agriculture. Areas containing bare ground that could be systematically surveyed were limited to the Southern California Edison (SCE) and the Los Angeles County Department of Water and Power (DWP) power line corridors, the Los Angeles County Flood Control District property adjacent to the Los Angeles River, and a limited number of vacant or minimally developed individual parcels.

#### **3.7.2.5 NATIVE AMERICAN CONSULTATION**

On August 5, 2008, a letter was sent to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands File (SLF) in order to identify areas of religious or cultural significance to Native Americans. The NAHC responded on August 5, 2008,

to say that the SLF search indicated the presence of Native American cultural resources within the Study Area. Specifically, the NAHC stated that resources are present in the *South Gate, Whittier, and Torrance, California* United States Geological Survey (USGS) quadrangle areas of the I-710 Corridor Project and recommended that six Native American individuals/groups be contacted that may have additional information. In particular, the NAHC asked that Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians and Cindi Alvitre of the Ti'At Society be contacted. As a result of the SLF search request, letters discussing the undertaking and requesting information on Native American heritage resources were sent via certified mail on March 23, 2009, to the following:

- Los Angeles City/County Native American Indian Community, Ron Andrade, Director
- Gabrielino Tongva Tribal Council/Gabrielino Tongva Nation, Sam Dunlap, Tribal Secretary
- Ti'At Society, Cindi Alvitre
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Tribal Chair/Cultural Resources
- Tongva Ancestral Territorial Tribal Nation, John Tommy Rosas, Tribal Administrator
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson

An email response was received from John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation, on March 29, 2009. He requested full Section 106 consultation and that all documents related to the I-710 Corridor Project be submitted to the Tribe for review. He voiced his opposition to the I-710 Corridor Project and stated that it is a "huge project" with "many negative impacts."

A response was also received from Anthony Morales, who responded by telephone on March 30, 2009, to say that he considers the I-710 Corridor Project area to be very sensitive, especially because it terminates at the coast, which is always sensitive with regard to Native American habitation areas. He also cited the I-710 Corridor Project's proximity to the Alameda Corridor, a project that is "well known for exposing cultural resources and human remains during its construction." Mr. Morales recommends monitoring by a Native American and an archaeologist during all ground-disturbing activities and would like to be notified of any discoveries.

Ron Andrade has stated for the record that if he does not respond to the initial letter, he will defer to Mr. Morales when they are both on the list provided by the NAHC. Therefore, no attempt at follow-up contact was made with Mr. Andrade. Follow-up emails were sent to all

remaining parties on April 3, 2009. These included Sam Dunlap, Cindi Alvitre, and Robert Dorame. Ms. Alvitre recommended that mitigation measures be in place in the event of a cultural resource discovery and indicated that she would like to be notified of any discoveries. Mr. Dorame stated that he would like to be notified in the event of any cultural resource discoveries.

On June 17, 2011, a second letter detailing minor changes to the APE (subsequent to the original consultation) was sent to the same Native American contacts. In response, Anthony Morales telephoned on June 21, 2011, to state that the general idea of his comments remained the same: the project generally runs adjacent to the banks of the Los Angeles River and is sensitive for cultural resources because his people inhabited areas in proximity to the river in prehistoric times. He stressed that the project be vigilant in protecting cultural resources and recommends monitoring during project construction by a Native American from his group and an archaeologist.

Two follow-up attempts to contact those individuals who did not respond to the June 17, 2011 letter were made by email on July 6 and July 12, 2011. As a result, two additional responses were received: Sam Dunlap emailed on July 11, 2011, to state that he has no specific concerns; and John Tommy Rosas responded by email on July 12, 2011, to say that he has many concerns and hopes they can be addressed. No further responses were received regarding the letter dated June 17, 2011.

In July 2011, the project design was updated to include arterial intersections that would be modified for the project, and they were subsequently included in the APE. Because 31 of the intersections are well outside of the initial APE that had been referenced for consultation, additional consultation regarding those 31 intersections was warranted. A new SLF was requested on July 12, 2011. The NAHC responded on July 12, 2011, to state that the SLF did not identify any Native American cultural resources at any of the 31 locations. A new list of Native American contacts was also provided. The new list contained three parties in addition to those on the original 2008 contact list:

- Gabrielino-Tongva Tribe, Bernie Acuna
- Gabrielino-Tongva Tribe, Linda Candelaria, Chairwoman
- Gabrieleno Band of Mission Indians, Andrew Salas.

Letters regarding the arterial intersections were sent to all nine parties on July 15, 2011. The two letters from the previous consultation efforts, dated August 5, 2008, and June 17, 2011, were included for the three new consulting parties so that they would have all of the information necessary to comment.

Three responses were received as a result. In a telephone call on July 26, 2011, Anthony Morales stated that, as he had said previously, the I-710 served as an ancient travel corridor connecting the ocean and the interior, and also the Los Angeles River. Due to this, he considers the entire area to be very sensitive for cultural resources. Also, many of the neighborhoods in the project area were built prior to the enactment of environmental laws, and there would not be reports or other written evidence regarding the presence of cultural resources that may be disturbed. He cited the Alameda Corridor as an example because many resources were exposed during construction for that project. He feels that vigilance is necessary so that unknown resources are not impacted, and suggests spot-check monitoring during construction by a Native American and an archaeologist.

Sam Dunlap responded by email on July 28, 2011, to say that he would like to talk about the arterial intersection aspect of the project. A detailed voicemail that included the results of the records search was left for Mr. Dunlap on July 29, 2011. No further response has been received.

Andrew Salas, Gabrieleno Band of Mission Indians, responded by email on August 3, 2011, to say that the proposed project is within a very culturally sensitive area that his people once inhabited. The Gabrieleno Band of Mission Indians is dedicated to protecting and preserving its history, and is requesting that a Native American monitor from their group be present during all ground-disturbing activities.

Letters regarding ten additional intersections proposed for modification were sent to all nine groups on September 27, 2011. Anthony Morales responded via telephone on October 12, 2011, to state that he has no changes to his previous comments. No other responses to the September 27, 2011, letter have been received as of March 7, 2012.

### **3.7.2.6 RESULTS**

The intent of the records searches and studies described above was to identify prehistoric and historic cultural resources that may be eligible for listing in the National Register. Table 3.7-1 lists the historic properties within the APE for the I-710 Corridor Project.

The UP Railroad (UP Railroad) segments (Resource Number 19-186110 and Resource Number 19-186112) were constructed in the 1870s and determined eligible for the National Register of Historic Places (National Register) under Criteria A and B in 1999 with SHPO concurrence. Portions of the UP Railroad are additions to the first transcontinental railroad, while other portions were instrumental in the development of Los Angeles and Southern California in general. The Railroad is also associated with important historical figures including the Big Four: Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker.

**Table 3.7-1 Historic Properties and Historical Resources Within the APE**

Resource	Status
Built environment resource: Union Pacific (formerly Southern Pacific) Railroad Segment from Los Angeles to Wilmington (Resource No. 19-186110)	As assigned by FHWA, Caltrans determined this resource is eligible for the National Register and is a historical resource per CEQA.
Built environment resource: Union Pacific (formerly Southern Pacific) Railroad Segment (formerly the Southern Pacific Railroad) from Los Angeles to Wilmington (Resource No. 19-186112)	As assigned by FHWA, Caltrans determined this resource is eligible for the National Register and is a historical resource per CEQA.
Built environment resource: Dale's Donuts, 4502 E. Alondra Blvd., Compton	As assigned by FHWA, Caltrans determined this resource is eligible for the National Register and is a historical resource per CEQA.
Built environment resource: Boulder Dam-Los Angeles 287.5 kV Transmission Line	This resource was evaluated by the BLM in 2000, and SHPO formally concurred in a letter dated June 22, 2000 (attached to DPR form in HRER Appendix A). This is also a historical resource per CEQA.
Built environment resource: Civic Center Community Center Building and tile mosaic	This resource is listed as a local landmark. As such, it is also a historical resource per CEQA; however, it is a historical resource solely because it is locally listed; it does not meet California Register criteria.

Source: *Historical Resources Evaluation Report*, Galvin Preservation Associates 2012.

APE = Area of Potential Effects

BLM = Bureau of Land Management

California Register = California Register of Historical Resources

Caltrans = California Department of Transportation

CEQA = California Environmental Quality Act

DPR = Department of Parks and Recreation

FHWA = Federal Highway Administration

HRER = Historical Resources Evaluation Report

kV = kilovolt

National Register = National Register of Historic Places

SHPO = State Historic Preservation Officer

Dale's Donuts was determined by Caltrans to be eligible for listing in the National Register in the context of architecture. Caltrans submitted a letter dated April 30, 2012, to the SHPO transmitting the Historic Property Survey Report (HPSR) and requesting concurrence on the determinations of eligibility. SHPO received this documentation on May 2, 2012, per SHPO EIRLOG #FHWA120307B. The 30-day review period per the Section 106 PA ended on June 2, 2012, and no response from the SHPO was received. Since 30 days for comment had passed, Caltrans has informed the SHPO that they were proceeding with the undertaking per stipulation VIII.C.5.a of the Section 106 PA. Caltrans' correspondence with the SHPO is provided in Appendix J, Comments and Coordination. It is significant at the local level under Criterion C as a rare example of Programmatic Architecture. Constructed in 1955, the building was one of ten locations in the now-defunct Big Donut Drive-In chain founded by Russell C. Wendell, a donut machine salesman. He hired architect Henry J. Goodwin to design the prototype for the stores, only four of which survive. The other surviving buildings are located in Inglewood, Gardena, and Bellflower.

The Boulder Dam-Los Angeles 287.5-Kilovolt (kV) Transmission Line, constructed in 1935-1936, is significant under Criteria A and C for its association with the construction of Hoover Dam, a National Historic Landmark, and the industrial, economic, and urban development that occurred in metropolitan Los Angeles from the mid-1930s through the 1940s. SHPO concurrence was received in 2000.

Constructed in 1955, the Civic Center Community Center Building has been listed on the local register for the City of South Gate for its associated Works Progress Administration (WPA) tile mosaic and, therefore, is a historical resource for purposes of CEQA. Its designation as a historical resource is based solely on its listing in a local register, as it does not qualify as a historical resource per the California Register. Nor does the Civic Center qualify for the National Register as it fails to meet National Register criteria.

### 3.7.3 ENVIRONMENTAL CONSEQUENCES

#### 3.7.3.1 PERMANENT IMPACTS

##### **BUILD ALTERNATIVES.**

**ALTERNATIVE 5A.** The UP (formerly Southern Pacific) Railroad Segment (Resource No. 19-186110) will be impacted by this alternative. A segment north of Firestone Blvd. where the rail line crosses over the Los Angeles River will be realigned to the north; however, this segment of rail (including the previous bridge) was previously replaced in 1938 due to the Los Angeles River flood. Therefore, this segment of the rail line has already been altered and does not contribute to the significance of the UP Railroad. Further, this minor realignment would not impact the overall significance of the UP Railroad. Therefore, this alternative would not cause an adverse effect on the historic rail line because the rail line would continue to be eligible for the National Register. This alternative would result in a finding of No Adverse Effect per 36 CFR 800.5.

Dale's Donuts would only be minimally affected by the arterial intersection improvements at the Atlantic Ave./Alondra Blvd. intersection. This alternative would remove a small section of parking area and sidewalk only and would not physically touch the building. Therefore, the Programmatic Architectural features that qualify this resource for the National Register will not be affected. This alternative would result in a finding of No Adverse Effect per 36 CFR 800.5.

The Boulder Dam-Los Angeles 287.5 kV Transmission Line will not be impacted by this alternative. Therefore, this alternative would result in a finding of No Adverse Effect per 36 CFR 800.5 (or substantial adverse change for CEQA) on this historic property.

The Civic Center Community Center Building is not a historic property for the purposes of Section 106. Therefore, this alternative would result in a finding of No Historic Properties Affected. However, this resource has been identified as a Local Landmark, and therefore, as a historical resource for the purposes of CEQA (see Chapter 4, CEQA Evaluation, for discussion of this resource under CEQA). This alternative would not result in any alteration to the resource. Therefore, this alternative would not cause a substantial adverse change on this resource.

**ALTERNATIVES 6A/B/C.** The UP (formerly Southern Pacific) Railroad Segment (Resource No. 19-186110) will be impacted by this alternative. A segment north of Firestone Blvd. where the rail line crosses over the Los Angeles River will be realigned to the north; however, this segment of rail (including the previous bridge) was previously replaced in 1938 due to the Los Angeles River flood. Therefore, this segment of the rail line has already been altered and does not contribute to the significance of the UP Railroad. Further, this minor realignment would not impact the overall significance of the UP Railroad. Therefore, this alternative would not cause an adverse effect on the historic rail line because the rail line would continue to be eligible for the National Register. This alternative would result in a finding of No Adverse Effect per 36 CFR 800.5.

Dale's Donuts would only be minimally affected by the arterial intersection improvements at the Atlantic Ave./Alondra Blvd. intersection. This alternative would remove a small section of parking area and sidewalk only and would not physically touch the building. Therefore, the Programmatic Architectural features that qualify this resource for the National Register will not be affected. This alternative would result in a finding of No Adverse Effect per 36 CFR 800.5.

The Boulder Dam-Los Angeles 287.5 kV Transmission Line will be impacted in that the towers on either side of the I-710 will be heightened by 55 feet to make room for construction of the freight corridor. However, the integrity of the Transmission Line would not be reduced to the degree that it would no longer be eligible for the National Register. Therefore, this alternative would result in a finding of No Adverse Effect per 36 CFR 800.5.

The Civic Center Community Center Building is not a historic property for the purposes of Section 106. Therefore this alternative would result in a No Historic Properties Affected. However, this resource has been identified as a Local Landmark, and therefore, as a historical resource for the purposes of CEQA (see Chapter 4, CEQA Evaluation, for discussion of this resource under CEQA). This alternative would not result in any alteration to the resource. Therefore, this alternative would not cause a substantial adverse change on this resource.

**NO BUILD ALTERNATIVE.** No I-710 Corridor Project improvements would be constructed under Alternative 1; therefore, no impacts to cultural resources would result from Alternative 1.

### **3.7.3.2 SECTION 4(F) RESOURCES**

As discussed earlier, there are four historic properties that have been identified as potentially triggering the requirements for protection under Section 4(f). Those resources, and the reasons why they do not (or will not) trigger the requirements for protection under Section 4(f), are described in the following sections. Refer to Appendix B, Draft Section 4(f) Evaluation and Resources Evaluated Relative to the Requirements of Section 4(f), for more detailed discussion of these historic properties and the evaluation of why Section 4(f) does not apply to them.

**UP RAILROAD (TWO SEGMENTS, RESOURCE NUMBERS 19-186110 AND 19-186112 [ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER]).** Alternatives 5A and 6A/B/C will not result in the permanent acquisition of land from, permanent or temporary easements at, or other temporary uses of these two segments of the UP Railroad. Alternatives 5A and 6A/B/C would require minor realignment of the rail tracks at the crossing with the Resource Number 19-186110. The minor realignment of those tracks would occur entirely within UP Railroad right-of-way, would not result in any change in the number of tracks at this location, would not result in any modifications to the use of those tracks for rail operations, and would not result in a permanent use of land from this historic property. As a result, it is anticipated that the build alternatives would result in a finding of No Adverse Effect on this resource, under 36 CFR 800.5 and that the SHPO will concur with that finding.

Caltrans, as assigned by FHWA, concluded that the I-710 Corridor Project build alternatives would have No Adverse Effect without Standard Conditions on the two segments of the UP Railroad crossing at I-710 and anticipates that the SHPO will concur with that conclusion. As a result, Caltrans has determined that, because the build alternatives will have minimal effect on the physical characteristics of this historic site and would not adversely affect the historical quality of the UP Railroad at this crossing, the requirements for protection under Section 4(f) do not apply to that property and the project will result in a de minimis impact to this Section 4(f) historic site. No further analysis or discussion under Section 4(f) is needed for this resource.

**DALE'S DONUTS AT 4502 E. ALONDRA BLVD., COMPTON (ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER).** Alternatives 5A and 6A/B/C will result in the permanent acquisition of 0.01 acre of land at the property occupied by Dale's Donuts, but would not require any permanent or temporary easements at, or other temporary uses of, that property. The land needed for the build alternatives includes a curb and some parking, but does not affect the building, which is the feature of this property that qualifies it for the National Register.

Caltrans, as assigned by FHWA, has concluded that the I-710 Corridor Project build alternatives would have No Adverse Effect without Standard Conditions on the National Register-eligible building at Dale's Donuts and anticipates that the SHPO will concur with that conclusion. As a result, Caltrans has determined that, because the build alternatives would have minimal effect on the physical characteristics of this historic site and would not adversely affect the historical quality of the structure at Dale's Donuts or affect its eligibility for the National Register under Criterion C, the project will result in a de minimis impact to this section 4(f) historic site. The requirements for protection under Section 4(f) do not apply to this historic resource. No further analysis or discussion under Section 4(f) is needed for this resource.

**BOULDER DAM-LOS ANGELES TRANSMISSION LINES (ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER).** Alternatives 5A and 6A/B/C will not result in the permanent acquisition of land from, permanent or temporary easements at, or other temporary uses of the historic Transmission Lines at their crossing of I-710. Alternatives 6A/B/C will result in permanent changes at the Transmission Lines as a result of modifying/replacing one tower on each side of I-710 in order to raise the Transmission Lines 55 feet at their crossing of I-710.

Caltrans, as assigned by FHWA, has concluded that the I-710 Corridor Project build alternatives would have no adverse effect without standard conditions on the Boulder Dam-Los Angeles Transmission Lines and towers and anticipates that the SHPO will concur with that conclusion. As a result, Caltrans has determined that, because the build alternatives would have minimal effect on the physical characteristics of this historic site and would not adversely affect the historical quality of the Boulder Dam-Los Angeles Transmission Lines and towers, the project will result in a de minimis impact to this section 4(f) historic site. The requirements for protection under Section 4(f) do not apply to this historic resource. No further analysis or discussion under Section 4(f) is needed for this resource.

#### 3.7.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As previously discussed in this section, the build alternatives will not adversely affect the qualities of the UP Railroad, Dale's Donuts, and Boulder Dam-Los Angeles Transmission Lines and tower and the project will result in a de minimis impact to these Section 4(f) historic sites. Therefore, no avoidance, minimization, and/or mitigation measures are proposed.

Refer to Section 3.24.4.7, Construction Impacts, for measures to reduce impacts to cultural resources and/or human remains that are discovered during project construction.