Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Final Cultural Resources Survey Report—Rev 2



Metro

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WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final

Cultural Resources Survey Report—Rev 2

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB 52	California Assembly Bill 52
AMC	City of Artesia Municipal Code
APE	Area of Potential Effects
ARPA	Archaeological Resources Protection Act
BERD	Built Environment Resources Directory
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Historical Landmark
CHRIS	California Historical Resource Information System
CPA	Community Planning Area
CRHR	California Register of Historical Resources
CTP	context, theme, and property type
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHA	Federal Housing Administration
FTA	Federal Transit Administration
GM	General Motors
HCM	(City of Los Angeles) Historic-Cultural Monument
HOLC	Home Owners Loan Corporation
HPOZ	(City of Los Angeles) Historic Preservation Overlay Zone
I-	Interstate
kV	Kilovolt
LA	Los Angeles
LACDA	Los Angeles County Drainage Area
LAUS	Los Angeles Union Station
LAUSD	Los Angeles Unified School District
LRT	light rail transit

Acronym	Definition
LRTP	Long-Range Transportation Plan
LRV	light rail vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
MRN	Map Reference Number
MSF	maintenance and storage facility
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation (California)
P.L.	Public Law
PEROW	Pacific Electric Right-of-Way
PQS	Professional Qualification Standards
PRC	Public Resources Code
PWA	Public Works Administration
ROW	right-of-way
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SR	State Route
TCP	Tribal Cultural Properties
TCR	Tribal Cultural Resources
THPO	Tribal Historic Preservation Officer
TPSS	traction power substation
U.S.C.	United States Code
UPRR	Union Pacific Railroad

Acronym	Definition
USACE	United States Army Corps of Engineers
WPA	Works Progress Administration
WSAB	West Santa Ana Branch

EXECUTIVE SUMMARY

This Cultural Resources Survey Report was prepared for the West Santa Ana Branch (WSAB) Transit Corridor Project (Project). This report presents the results of surveys and record searches of the Area of Potential Effects (APE) and provides a summary of the historic properties listed, previously determined eligible, or determined eligible as part of this study. The *West Santa Ana Branch Transit Corridor Final Cultural Resources Survey Report-Rev 1* (Survey Report—Rev 1), dated March 13, 2020, was circulated along with the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). The current revisions contained herein account for the following Project updates that have occurred since circulation of the Draft EIS/EIR: expansion of the APE as a result of design modifications, traffic mitigation measures, and changes in temporary construction easements; an update in the Project's construction schedule from a completion date of 2028 to 2034; and consideration of the historical significance of portions of three river channels (the Los Angeles River [LA River] Channel, the Rio Hondo Channel, and the San Gabriel River Channel) as a result of comments received on the Draft EIS/EIR from the United States Army Corps of Engineers (USACE).

The Draft EIS/EIR and corresponding technical studies evaluated four Build Alternatives: Alternatives 1, 2, 3, and 4. Alternatives 1 and 2 differ in the Project's Northern Section but would share a common alignment from the Arts/Industrial District Station to the southern terminus at the proposed Pioneer Station in the City of Artesia. The alignment of both Alternatives 1 and 2 would be approximately 19.3 miles in length. Alternative 3 would extend 14.5 miles and begins at the Slauson/A Line Station, following along the same alignment as Alternatives 1 and 2 to the southern terminus at the proposed Pioneer Station. Alternative 4 would extend 6.6 miles and begins at a new station just north of the I-105 and terminates at the proposed Pioneer Station. All four Build Alternatives included the following components: station configurations, parking facilities, crossings (at-grade, freeway, elevated street, and elevated rail), traction power substation facilities, and maintenance and storage facilities. Two design options were proposed under Alternative 1: Design Option 1 would shift the northern terminus from the Los Angeles Union Station (LAUS) Forecourt to behind the Metropolitan Water District building on the east side of LAUS. Design Option 2 would add the Little Tokyo Station.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the Project's sponsor and local lead agency under the California Environmental Quality Act (CEQA). Since it is the intent of Metro to apply for federal funds, this Project is considered a federal action and an undertaking under Section 106 of the National Historic Preservation Act (NHPA). The Federal Transit Administration (FTA) is the lead agency for Section 106 of the NHPA and the National Environmental Policy Act (NEPA). Pursuant to 36 CFR 800.2(a)(2), USACE designated FTA the lead federal agency to act on its behalf for purposes of Section 106 compliance and is a cooperating agency under NEPA.

The APE was initially established through consultation among FTA, Metro, and the State Historic Preservation Officer (SHPO), which occurred from December 2018 through May 2019. At that time, the APE was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project. The "direct APE"

refers to the area of direct effects where construction would occur, including the alignment right-of-way (ROW), station locations, staging areas, and maintenance and storage facilities. The direct APE encompasses roadway ROWs where construction would occur. It also captures potential vibration, settlement, and visual effects to historic properties and includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses the direct APE plus one parcel out from the areas of construction or the first row of adjacent parcels in all areas where the alignment is underground or aerial. Within locations where the alignment would be at-grade, within existing highway, railroad, or Metro ROW, the architectural APE is the same as the direct APE. The vertical extent of the APE varies with the depth of ground disturbance and tunneling and areas where the alignment may be aerial. It roughly extends approximately 115 feet below the existing ground surface and approximately 90 feet above the existing ground surface.

Since 2022, the APE was expanded in select locations, primarily to account for consideration of temporary construction easements and minor design changes resulting from stakeholder coordination and public comments received on the Draft EIS/EIR. A summary of these changes is included in Chapter 2 of this document. Expansion of the APE followed the delineation methodology outlined above. However, in areas where small-scale, low-lying modifications consistent with the existing urban environment are proposed on parcels adjacent to road ROWs (for example, curb construction and sidewalk realignment) or where acquisitions may be needed to facilitate such modifications, the direct APE was expanded to encompass the construction footprint associated with those changes. In these locations, the architectural APE was limited to the parcel on which such improvements are proposed because the associated potential effects would be minor, visually unobtrusive, and would cause little change to the existing setting in a highly developed area.

Additionally, portions of the direct APE coincide with existing roadway ROW. In these locations, the direct APE considers ground disturbance associated with construction of roadway modifications, for example changes to lane geometry or the addition of traffic signals or at-grade crossing equipment. The methodology employed in expanding the APE in these areas assumes that in these locations, the direct APE extends up to 10 feet on adjacent parcels to account for potential ground disturbance associated with driveway regrading and curb and/or sidewalk reconstruction. Because the modifications proposed in these areas are consistent with existing conditions and their introduction does not have the potential to affect adjacent parcels as a whole, the architectural APE coincides with the direct APE in these areas. A detailed APE map is included in Appendix A.

The archaeological investigation for the Project occurred between November 2016 and October 2022 and was carried out under the direct supervision of personnel who meet the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations [CFR] Part 61) in Architectural History, History, or Archaeology, and is consistent with the procedures for compliance with 36 CFR 800 and CEQA Section 15064.5. An archaeological survey was undertaken in two phases. The first phase involved reconnaissance-level surveys to locate areas within the direct APE that were characterized by exposed ground surfaces. This effort was followed by a second phase of work that involved the intensive pedestrian survey of identified areas of exposed ground (November 20 and 21, 2017, and October 19, 2018). The archaeological field surveys resulted in the identification of zero (0) previously unrecorded archaeological resources on the ground surface of the direct APE.

A California Historical Resources Information System (CHRIS) records search was completed for the APE and a 1-mile radius at the South Central Coastal Information Center (Appendix B). Nine previously recorded archaeological resources (P-19-001575, P-19-002849, P-19-003181, P-19-003889, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) are located [redacted]. One of these resources (P-19-001575) was previously evaluated and determined eligible for listing on the National Register of Historic Places (NRHP). The field survey determined that seven of the eight previously unevaluated resources (P-19-002849, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) are in [redacted]. The location of these cultural resources [redacted] precluded Phase II significance evaluations. For the purposes of this undertaking, six of these seven archaeological resources (P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) are assumed eligible for listing on the NRHP under Criterion D. They are therefore considered historic properties under Section 106 and historical resources under CEQA.

P-19-003889 [redacted]. No archaeological remains associated with P-19-003889 were observed in the direct APE during the field survey. A Phase II testing program conducted at P-19-003889 in 2007 by others found that subsurface cultural remains at the site were highly disturbed; no intact primary cultural deposits or features were identified by the test excavations and the site was recommended ineligible for listing in the California Register of Historic Resources (CRHR). Based on the negative findings of the current field survey and previous Phase II study, P-19-003889 was assumed ineligible for listing in the NRHP for the purposes of this study and is therefore not considered a historic property or a historical resource.

Following circulation of the Draft EIS/EIR, additional documentation related to P-19-002849 was obtained that indicates the resource was previously destroyed. A report documenting the treatment of cultural resources discovered during construction of the Alameda Corridor Project, a rail project constructed between 1997 and 2002, documents the discovery of P-19-002849, describes the resource in detail, and states the resource was removed in its entirety during construction of the project. Given that P-19-002849 was removed as part of a previous project, it no longer exists within the APE, and therefore is not considered a historic property or a historical resource for the purposes of this study.

Consultation in compliance with Section 106 of the NHPA was undertaken by FTA between December 2018 and January 2019 with the following Native American Tribes: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrieliño/Tongva Nation, Gabrieliño Tongva Indians of California Tribal Council, Gabrieliño-Tongva Tribe, Juaneño Band of Mission Indians Acjachemen Nation – Belardes, Juaneño Band of Mission Indians Acjachemen Nation – Belardes. As a result of a request from the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the CHRIS records search boundary was expanded. No additional substantive comments were received via the consultation process, which did not identify any known or potential Native American Tribal Cultural Properties (TCPs).

Similarly, Assembly Bill (AB) 52 consultation was undertaken by Metro between October 2018 and July 19 with the above-listed Native American Tribes. As part of the AB 52 consultation process, the Gabrieleño Band of Mission Indians – Kizh Nation provided information on Native American cultural resources located [redacted]. No specific

Tribal Cultural Resources (TCRs) were identified during these consultation efforts. However, it is assumed that P-19-1575 (CA-LAN-1575/H), [redacted], is a TCR for the purposes of this Project, as it contains [redacted] and is listed on the CRHR. Consultation efforts are documented in Appendix C.

Architectural historians conducted intensive-level built environment surveys of the originally delineated APE in September 2017, September through November 2018, and in April and May 2019. All properties in the APE were field checked to verify whether construction may have occurred more than 50 years from the original anticipated project construction date of 2028. Properties constructed in and prior to 1978 were surveyed for potential historic significance. Properties that were found to retain integrity were recorded on California Department of Parks and Recreation (DPR) forms and were evaluated for historic significance in the NRHP and CRHR, as well as local designation where applicable (Appendix F). Properties found not to retain sufficient integrity were surveyed, photographed, and documented in a table included in Appendix H; however, they were not formally recorded on DPR forms.

Following selection of the Locally Preferred Alternative, Alternative 3, by the Metro Board of Directors in January 2022, the construction completion date for the Project was updated from 2028 to 2034. As such, architectural historians completed additional built environment surveys of properties in the APE corresponding with Alternative 3 that were constructed between 1979 and 1989, 50 years from the updated anticipated project construction date of 2034 and including a five-year buffer. Due to the age of these properties and the lack of associated developed historical context, these properties were not formally recorded and evaluated on DPR forms. However, they were surveyed, photographed, and documented in Appendix K.

Built environment surveys were also conducted following expansion of the APE, in August through October 2022 and January 2023. All properties added to the APE during this period were surveyed for potential historic significance. Consistent with the methods described above, these properties were either found to retain integrity and were recorded on DPR forms or were documented in a table due to lack of sufficient integrity or age and lack of associated developed historical context.

Inclusive of the APE expansion that occurred since 2022, the APE contains 748 properties comprising buildings, structures, or objects that were constructed in 1978 or earlier, more than 50 years prior to the original anticipated project construction date of 2028. Of those 748 properties, 257 were found to contain buildings and structures that are significantly altered and no longer retain sufficient integrity to warrant consideration for NRHP or CRHR significance. Twenty-one properties were previously listed in or determined eligible for the NRHP and/or CRHR. There are 470 properties in the APE built in or prior to 1978 that have not been exempted in accordance with the historic resource screening methodology approved by SHPO for the Project and are not listed in or determined eligible for the NRHP or CRHR; therefore, they required intensive evaluation for historical significance.

As a result of this study, 470 properties were documented and evaluated for historical and architectural significance. Thirty-nine properties were found eligible for listing in the NRHP and CRHR; these are considered historic properties under Section 106 of the NHPA and historical resources under CEQA. An additional 14 properties were found ineligible for listing in the NRHP but eligible for the CRHR and/or local designation; these are only considered historical resources for the purposes of CEQA but are not historic properties under Section 106 of the NHPA. The remaining properties were found ineligible for listing in the NRHP, CRHR, or a local register; they are not considered historic properties under Section 106 of the NHPA or historical resources under CEQA.

1 INTRODUCTION

1.1 Study Background

This report summarizes the result of a search of records at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, Section 106 consultation, archival and background research, a phased archaeological survey, and an intensive-level built environment survey. In addition, this report presents the results of the survey effort and a summary of the historic properties and historical resources identified within the Area of Potential Effects (APE) of the West Santa Ana Branch (WSAB) Project.

Archaeological resources are the remains of past human activity and are evidenced by artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics).

Historic buildings, structures, objects, landscapes, or districts are material assemblies such as residences, bridges, or railroads that are associated with significant events or persons, and/or possess architectural merit. While they are typically a minimum of 50 years of age, buildings and structures that do not meet this age threshold may also be considered significant if they are demonstrably important in their associated historic context.

1.2 Disposition of Data

This report will be filed with the Federal Transit Administration (FTA), the Los Angeles County Metropolitan Transportation Authority (Metro), the SCCIC, and Rincon Consultants, Inc.

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the four Build Alternatives studied in the WSAB Transit Corridor Draft EIS/EIR, including design options, station locations, and maintenance and storage facility (MSF) site options. The Build Alternatives were developed through a comprehensive alternatives analysis process and meet the purpose and need of the Project.

The No Build Alternative and four Build Alternatives from the Draft EIS/EIR were generally defined as follows:

- **No Build Alternative**—Reflects the transportation network in the 2042 horizon year without the proposed Build Alternatives. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long-Range Transportation Plan* (2009 LRTP) (Metro 2009) and the Southern California Association of Governments (SCAG)'s *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG 2016), as well as additional projects funded by Measure M that would be completed by 2042.
- **Build Alternatives**—The Build Alternatives consist of a new light rail transit (LRT) line that would extend from different termini in the north to the same terminus in the City of Artesia in the south. The Build Alternatives are referred to as:
  - Alternative 1: Los Angeles Union Station to Pioneer; the northern terminus would be located underground at Los Angeles Union Station (LAUS) Forecourt
  - Alternative 2: 7th St/Metro Center to Pioneer; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near the existing 7th St/Metro Center Station
  - Alternative 3: Slauson/A Line to Pioneer; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A Line Slauson Station
  - Alternative 4: I-105/C Line to Pioneer; the northern terminus would be located at I-105 in the City of South Gate, connecting to the C Line along the I-105

Two design options were under consideration for Alternative 1 in the Draft EIS/EIR. Design Option 1 would locate the northern terminus station box at the LAUS Metropolitan Water District (MWD) east of LAUS and the MWD building, below the baggage area parking facility. Design Option 2 would add a Little Tokyo Station along the WSAB alignment. The design options are further described in Section 2.1.4.5.

The Draft EIS/EIR was released in July 2021, and the public comment period ended on September 28, 2021. On January 27, 2022, the Metro Board of Directors identified Alternative 3 as the Locally Preferred Alternative (LPA). Only the LPA is evaluated in the Final EIS/EIR. The LPA includes refinements to Alternative 3 from the Draft EIS/EIR, including design modifications, traffic mitigation measures, and changes in temporary construction easements. Consideration of the comments received during the comment period following

the release of the Draft EIS/EIR and coordination with agencies and stakeholders provide the basis for refinements to the LPA. Refinements to the LPA include the following:

- Shift the Slauson/A Line Station platform south and add a second set of vertical circulation and pedestrian circulation elements to the existing A Line Station.
- Swap the location of the freight and LRT tracks within the La Habra Branch Right-of-Way (ROW) compared to the Draft EIS/EIR design. Freight tracks will be located on the north side of the ROW and LRT tracks on the south to maintain freight connectivity to an existing industrial track on the north side of the ROW.
- Open or close at-grade crossings and implement left-turn restrictions over the LRT tracks in the City of Huntington Park.
- Modify roadway design at the southeast corner of Florence Avenue and California Avenue to avoid partial acquisition of a parcel with a water well.
- Redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to maintain freight access.
- Extend the LRT viaduct north of Imperial Avenue to avoid impacts to a spur track and full acquisition of a property.
- Reconfigure the I-105/C Line Station parking facility by removing dedicated transit parking on the west side of the freight tracks and expanding the parking facility on the east side of the freight tracks to the north.
- Eliminate demolition and reconstruction of the Arthur Avenue and Façade Avenue bridges; modify Façade Avenue to an emergency exit only from the I-105/C Line infill station (rather than a station entrance and exit).
- Replace the proposed pedestrian undercrossing with a pedestrian bridge at Paramount High School that would span the entire rail ROW.
- Realign the MSF site entrance on Somerset Boulevard to align with Bayou Avenue to allow for signalization of an existing crosswalk across Somerset Boulevard.
- Add protected left turn and a traffic signal on Clark Avenue at Los Angeles Street to accommodate access to the community.
- Modify alignment of the LRT tracks and soundwall at the Bellflower Mobile Home Park to minimize parking loss and replace parking elsewhere on the property to maintain parking supply.
- Redesign retaining walls on the southeast side of the 183rd/Gridley crossing from retained fill to columns.
- Incorporate the Artesia Historic District Recreation Trail as an existing, rather than future, condition in the Final EIS/EIR planset.
- Add a design option that will close 186th Street but keep 187th Street open to traffic in the City of Artesia and turn Corby Avenue into a cul-de-sac with an access driveway for the existing business.
- Modify the entrance to the Pioneer Station parking structure to align with Solana Court and shift structure north to provide alley egress. Add an additional level on the Pioneer Station parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.
- Extend the median located north of the LRT tracks at the Pioneer Boulevard grade crossing to prohibit left turns from a shopping center driveway.

Refinements also included the following modifications to construction laydown/staging areas:

- Relocate the construction laydown area located near State Street and Randolph Street to east of State Street in the railroad ROW and relocate the laydown area located at the southeast corner of Imperial Highway and Garfield Place to north of Imperial Highway within the San Pedro Subdivision ROW.
- Locate a construction laydown/staging area on the east side of the ROW between Rayo Avenue and Southern Avenue.

Additionally, refinements included changes to traction power substation (TPSS) site locations:

- Relocate TPSS Site 14 from the northwest corner of Randolph Street and State Street to the east within the railroad ROW.
- Eliminate optional TPSS Sites 16E and 12E in the City of Huntington Park.
- Add Optional TPSS Site 7E within the reconfigured parking facility at the I-105/C Line Station parking facility.
- Relocate the proposed TPSS Site 2 from the northwest side of the intersection of 183rd Street and Gridley Road to the southeast side.

Figure 2-1 illustrates the four Build Alternatives and the design options from the Draft EIS/EIR. In the north, Alternative 1 would terminate at LAUS and primarily follow Alameda Street south underground to the proposed Arts/Industrial District Station. Alternative 2 would terminate near the existing 7th Street/Metro Center Station in the Downtown Transit Core and would primarily follow 8th Street east underground to the proposed Arts/Industrial District Station.

Figure 2-1. Project Alternatives



Source: Metro, 2020

From the Arts/Industrial District Station to the southern terminus at Pioneer Station, Build Alternatives 1 and 2 share a common alignment. South of Olympic Boulevard, the Build Alternatives would transition from an underground configuration to an aerial configuration, cross over the Interstate (I-) 10 freeway and then parallel the existing Metro A Line along the Wilmington Branch right-of-way (ROW) as it proceeds south. At Slauson Avenue, Alternatives 1, 2, and 3 would turn east and transition to an at-grade configuration to follow the La Habra Branch ROW. At the San Pedro Subdivision ROW, the Build Alternatives would turn southeast to follow the San Pedro Subdivision ROW and then transition to the Pacific Electric Right-of-Way (PEROW), south of the I-105 freeway. Build Alternatives 1, 2, 3, and 4 would then follow

the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted as indicated on Figure 2-2.

Figure 2-2. Project Alignment by Grade



Source: Metro, 2020

2.1 Geographic Sections

The approximately 19-mile corridor is divided into two geographic sections—the Northern and Southern Sections. The boundary between the Northern and Southern Sections occurs at Florence Avenue in the City of Huntington Park.

2.1.1 Northern Section

The Northern Section of the Project Corridor includes approximately 8.0 miles of Alternatives 1 and 2 and 3.8 miles for Alternative 3. Alternative 4 is not within the Northern

Section. The Northern Section covers the geographic area from downtown Los Angeles to Florence Avenue in the City of Huntington Park and would generally traverse or be adjacent to the Cities of Los Angeles, Vernon, Huntington Park, and Bell, and the unincorporated Florence-Firestone community of Los Angeles (LA) County (Figure 2-3). Build Alternatives 1 and 2 would traverse portions of the Wilmington Branch (between approximately Martin Luther King Jr Boulevard along Long Beach Avenue to Slauson Avenue). Build Alternatives 1, 2, and 3 would traverse portions of the La Habra Branch ROW (between Slauson Avenue along Randolph Street to Salt Lake Avenue) and San Pedro Subdivision ROW (between Randolph Street to approximately Paramount Boulevard) along the Northern Section.

Figure 2-3. Northern Section



Source: Metro, 2020

2.1.2 Southern Section

The Southern Section includes approximately 11 miles of Alternatives 1, 2, and 3 and all 6.6 miles of Alternative 4. The Southern Section covers the geographic area from south of Florence Avenue in the City of Huntington Park to the City of Artesia and traverses the Cities of Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia (Figure 2-4). In the Southern Section, all four Build Alternatives would utilize portions of the San Pedro Subdivision and the Metro-owned PEROW (between approximately Paramount Boulevard to South Street).

Figure 2-4. Southern Section



Source: Metro, 2020

2.1.3 No Build Alternative

For the National Environmental Policy Act (NEPA) evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the project corridor (the corridor extends approximately 2 miles from either side of the proposed alignment) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG 2016), as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Study Area
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)[1]		
Metro Westside D Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C Line Extension[2] to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C Line Extension	Norwalk to Expo/Crenshaw[3]	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro Orange Line to Metro Expo Line	Outside Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro Orange Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area

Project	To / From	Location Relative to Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US[4]	LAUS	Within Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System[5]	Various locations	Within Study Area
Bus (Under Construction/Planned)		
Metro Orange Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
Highway (Existing)		
Highway System	Various locations	Within Study Area
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Rd	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Rd	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-70/SR-60	Outside Study Area
I-710 South Corridor Project (Phase 1 and 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro, 2018, WSP, 2018

BRT = Bus Rapid Transit; I-# = Interstate #; LA = Los Angeles; LAX = Los Angeles International Airport; SR = State Route; VA = Veterans Affairs

1 Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

2 Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance however, the line will operate from Torrance to 96th Street.

3 The currently under construction Metro Crenshaw/LAX Line will operate as the Metro C Line.

4 Link US rail walk times included only.

5 The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

2.1.4 Proposed Alignment Configuration for the Build Alternatives

This section summarizes the alignment for each of the Build Alternatives from the Draft EIS/EIR. The general characteristics of the four Build Alternatives as evaluated in the Draft EIS/EIR are summarized in Table 2.2. Figure 2-5 illustrates the freeway crossings along the

alignment. Additionally, the Build Alternatives would require relocation of existing freight rail tracks within the ROW to maintain existing operations where there would be overlap with the proposed light rail tracks. Figure 2-6 depicts the alignment sections that would require freight track relocation.

Table 2.2. Summary of Build Alternative Components

Component	Quantity			
Alternatives	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**
Alignment Length	19.3 miles	19.3 miles	14.5 miles	6.6 miles
Stations Configurations	11 3 aerial; 6 at-grade; 2 underground (Note: Design Option 2 - Add Little Tokyo - would add one underground station to the above total)	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,800 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	12.1 miles at-grade; 2.4 miles aerial[1]	5.6 miles at-grade; 1.0 miles aerial[1]
At-grade crossings	32	32	32[4]	12
Freight crossings	8	8	6	1
Freeway Crossings	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	4 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	3 (2 freeway undercrossings[2] at I-605, SR-91)
Elevated Street Crossings	24	24	15	7
River Crossings	3	3	3	1
TPSS Facilities	23	23	17	7
Maintenance and Storage Facility site options[3]	2	2	2	2

Source: WSP, 2020

Notes: [1] Alignment configuration measurements count retained fill embankments as at-grade.

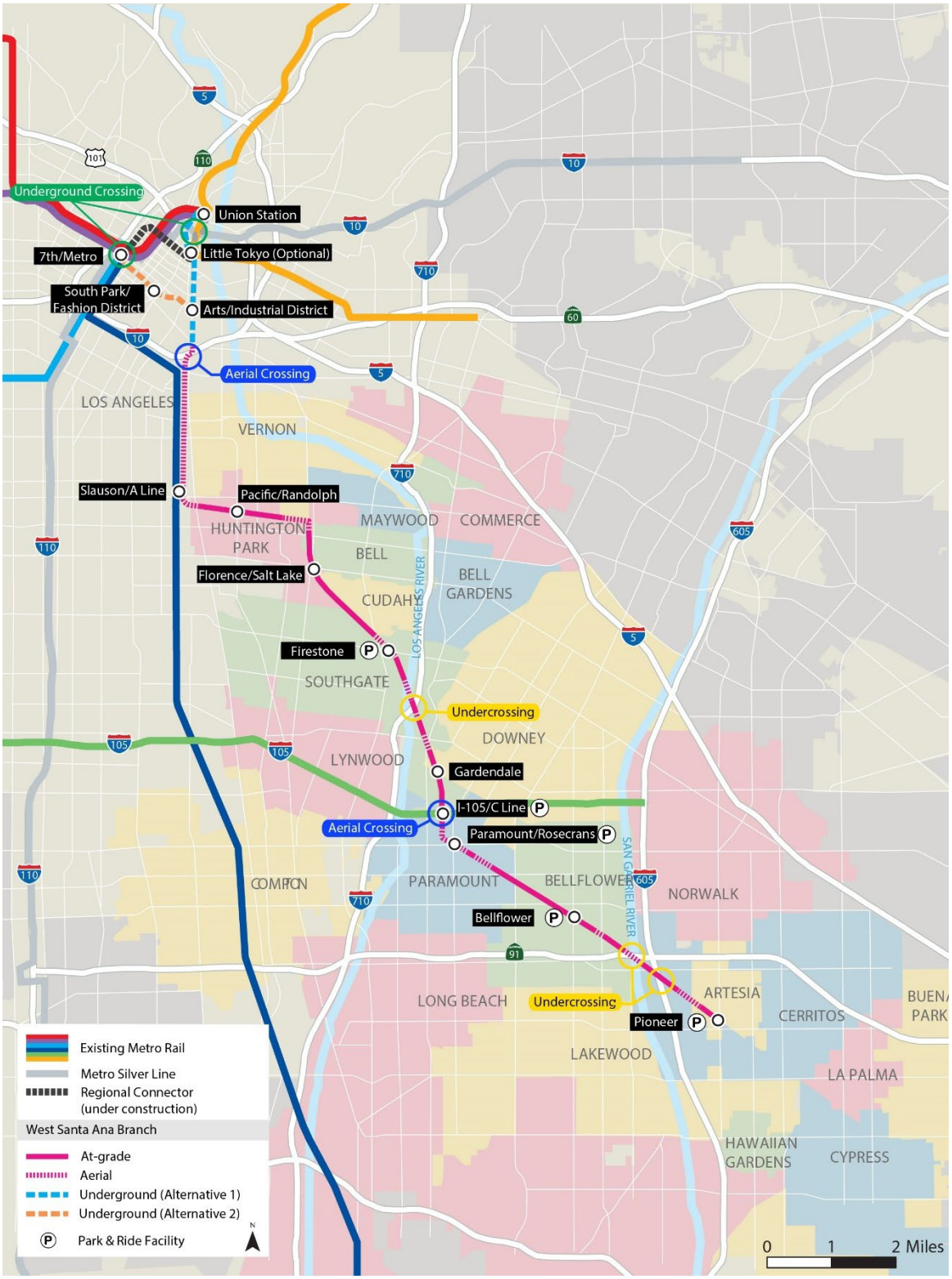
[2] The light rail tracks crossing beneath freeway structures.

[3] The Draft EIS/EIR evaluated two MSF site options, with the APE incorporating both options. Subsequent to circulation of the Draft EIS/EIR, the Bellflower MSF site option was selected for evaluation in the Final EIS/EIR and the Paramount MSF site option was eliminated from further consideration.

[4] The refinements to the LPA described in the introduction of Chapter 2 would result in 2 fewer at-grade crossings compared to the Draft EIS/EIR, for a total of 30 at-grade crossings.

TPSS = traction power substation

Figure 2-5. Freeway Crossings



Source: WSP, 2019

Figure 2-6. Existing Rail Right-of-Way Ownership



Source: WSP, 2019

2.1.4.1 Alternative 1

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations (note: under Design Option 2 Little Tokyo Station would be an additional underground station), 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 32 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 24 aerial road crossings, and 8 freight crossings.

In the north, Alternative 1 would begin at a proposed underground station at/near LAUS either beneath the LAUS Forecourt or east of the MWD building (Design Option 1) beneath the baggage area parking facility. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

From LAUS, the alignment would continue underground crossing under the US-101 freeway and the existing Metro L Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between 1st Street and 2nd Street (note: under Design Option 2, Little Tokyo Station would be constructed). From the optional Little Tokyo Station, the alignment would continue underground beneath Alameda Street to the proposed Arts/Industrial District Station under Alameda Street between 6th Street and Industrial Street. (Note, Alternative 2 would have the same alignment as Alternative 1 from this point south. Refer to Section 2.1.4.2 for additional information on Alternative 2).

The underground alignment would continue south under Alameda Street to 8th Street, where the alignment would curve to the west and transition to an aerial alignment south of Olympic Boulevard. The alignment would pass over the I-10 freeway in an aerial viaduct structure and continue south, parallel to the existing Metro A Line at Washington Boulevard. The alignment would continue in an aerial configuration along the eastern half of Long Beach Avenue within the Union Pacific Railroad (UPRR)-owned Wilmington Branch ROW, east of the existing Metro A Line and continue south to the proposed Slauson/A Line Station. The aerial alignment would pass over the existing pedestrian bridge at E. 53rd Street. The Slauson/A Line Station would serve as a transfer point to the Metro A Line via a pedestrian bridge. The vertical circulation will be connected at the street level on the north side of the station via stairs, escalators, and elevators. (The Slauson/A Line Station would serve as the northern terminus for Alternative 3; refer to Section 2.1.4.3 for additional information on Alternative 3).

South of the Slauson/A Line Station, the alignment would turn east along the existing La Habra Branch ROW (also owned by UPRR) in the median of Randolph Street. Relocation of existing freight tracks within the ROW would be required to accommodate the LRT alignment. The alignment would transition to an at-grade configuration at Alameda Street and would proceed east along the Randolph Street median. The proposed Pacific/Randolph Station would be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment would continue east at-grade. At the San Pedro Subdivision ROW, the alignment would transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment would be located on the east side of the existing San Pedro Subdivision ROW freight tracks and the existing track(s) would be relocated to the west side of the ROW. The alignment would continue at-grade within the San Pedro Subdivision ROW to the proposed at-grade Florence/Salt Lake Station south of the Salt Lake Avenue/Florence Avenue intersection.

South of Florence Avenue, the alignment would extend from the proposed Florence/Salt Lake Station in the City of Huntington Park to the proposed Pioneer Station in the City of Artesia, as shown in Figure 2-4. The alignment would continue southeast from the proposed at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment would be located on the east side of the existing San Pedro Subdivision freight tracks and the existing tracks would be relocated to the west side of the ROW. South of Ardine Street, the alignment would transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The proposed Firestone Station would be located on an aerial structure between Atlantic Avenue and Firestone Boulevard.

The alignment would then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment would continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the Los Angeles (LA) River. The proposed LRT bridge would be constructed next to the existing freight bridge. South of the LA River, the alignment would transition to an at-grade configuration crossing Frontage Road at-grade, then passing under the I-710 freeway through the existing box tunnel structure and then crossing Miller Way. The alignment would then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment would transition back to an at-grade configuration briefly and then return to an aerial structure to cross over Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment would transition to an at-grade configuration and serve the proposed Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment would continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the proposed I-105/C Line Station, which would be located at-grade north of Century Boulevard. The alignment would cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. The alignment would continue at-grade, crossing Century Boulevard. A new Metro C Line Station would be constructed in the median of the I-105 freeway. The I-105/C Line Station would be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access would be provided from the LRT bridge to the proposed I-105/C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line infill station will also be provided via Façade Avenue via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C Line tracks would be widened, as part of the I-105 Express Lanes Project, and the I-105 lanes would be reconfigured. (The I-105/C Line Station would serve as the northern terminus for Alternative 4; refer to Section 2.1.4.4 for additional information on this alternative.)

South of I-105 freeway, the alignment would continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment would transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track would cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The proposed Paramount/Rosecrans Station would be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track would be relocated to the east side of the alignment beneath the station viaduct.

The alignment would continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment would return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. One of the adjacent freight storage tracks at the World Energy facility would be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment would cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment would parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment would continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The proposed at-grade Bellflower Station would be located west of Bellflower Boulevard.

East of Bellflower Boulevard, the Bellflower Bike Trail would be re-aligned to the north side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. It would then cross back over the LRT tracks at-grade to the south side of the ROW. The LRT alignment would continue southeast within the PEROW and transition to an aerial configuration at Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment would return to an at-grade configuration at Walnut Street. South of Woodruff Avenue, the Bellflower Bike Trail would be relocated to the north side of the PEROW. Continuing southeast, the LRT alignment would cross under the SR-91 freeway in an existing underpass. The alignment would cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment would transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

East of Artesia Boulevard the alignment would cross beneath I-605 freeway in an existing underpass. Southeast of the underpass, the alignment would continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment would transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment would return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment would then pass through the proposed Pioneer Station on the north side of Pioneer Boulevard at-grade. Tail tracks accommodating layover storage for a three-car train would extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating west of South Street.

2.1.4.2 Alternative 2

The total alignment length of Alternative 2 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 32 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 24 aerial road crossings, and 8 freight crossings.

In the north, Alternative 2 would begin at the proposed WSAB 7th Street/Metro Center Station, which would be located underground beneath 8th Street between Figueroa Street and Flower Street. A pedestrian tunnel would provide connection to the existing 7th Street/Metro Center Station. Tail tracks, including a double crossover, would extend approximately 900 feet beyond the station, ending east of the I-110 freeway. From the 7th Street/Metro Center Station, the underground alignment would proceed southeast beneath 8th Street to the South Park/Fashion District Station, which would be located west of Main Street beneath 8th Street.

From the South Park/Fashion District Station, the underground alignment would continue under 8th Street to San Pedro Street, where the alignment would turn east toward 7th Street, crossing under privately owned properties. The tunnel alignment would cross under 7th Street and then turn south at Alameda Street. The alignment would continue south beneath Alameda Street to the Arts/Industrial District Station located under Alameda Street between 7th Street and Center Street. A double crossover would be located south of the station box, south of Center Street. From this point, the alignment of Alternative 2 would follow the same alignment as Alternative 1, which is described further in Section 2.1.4.1.

2.1.4.3 Alternative 3

As evaluated in the Draft EIS/EIR, the total alignment length of Alternative 3 would be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade, and 2.4 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,800 new parking spaces. The alignment would include 32 at-grade crossings, 3 freeway undercrossings, 1 aerial freeway crossing, 3 river crossings, 15 aerial road crossings, and 6 freight crossings. In the north, Alternative 3 would begin at the Slauson/A Line Station and follow the same alignment as Alternatives 1 and 2, described in Section 2.1.4.1. As evaluated in the Final EIS/EIR, Alternative 3, selected as the LPA, was refined as described in the introduction of this chapter.

2.1.4.4 Alternative 4

The total alignment length of Alternative 4 would be approximately 6.6 miles, consisting of approximately 5.6 miles of at-grade and 1.0 mile of aerial alignment. Alternative 3 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 2,180 new parking spaces. The alignment would include 12 at-grade crossings, 2 freeway undercrossings, 1 aerial freeway crossing, 1 river crossing, 7 aerial road crossings, and 1 freight crossing. The northern terminus of Alternative 4 would be located at the I-105/C Line Station and follow the same alignment as Alternatives 1, 2, and 3 from this point. Refer to Section 2.1.4.1 for a description of the alignment.

2.1.4.5 Design Options

In the Draft EIS/EIR, Alternative 1 included two design options:

- **Design Option 1**: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the MWD building, below the baggage area parking facility. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. From LAUS, the underground alignment would cross under the US-101 freeway and the existing Metro L Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between Traction Avenue and 1st Street. The underground alignment between LAUS and the Little Tokyo Station would be located to the east of the base alignment.
- **Design Option 2**: Add the Little Tokyo Station – Under this design option, the Little Tokyo Station would be constructed as an underground station and there would be a direct connection to the Regional Connector Station in the Little Tokyo community. The alignment would proceed underground directly from LAUS to the Arts/Industrial District Station primarily beneath Alameda Street.

The Final EIS/EIR includes the following design option:

- **Design Option:** Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would be turned into a cul-de-sac with an access driveway for the existing business.

2.2 Maintenance and Storage Facility

MSFs accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRV). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

Two MSF options are evaluated; however, only one MSF would be constructed as part of the Project. The MSF would have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility would include a main shop building with administrative offices, a cleaning platform, a traction power substation (TPSS), employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) would have sufficient length for a three-car train set. In total, the MSF would need to accommodate approximately 80 LRVs to serve the Project's operations plan.

The two potential locations for the MSF were evaluated in the Draft EIS/EIR—one in the City of Bellflower and one in the City of Paramount. Subsequent to circulation of the Draft EIS/EIR, the Bellflower site was selected for evaluation in the Final EIS/EIR. The MSF site options from the Draft EIS/EIR are described further in the following sections.

2.2.1 Bellflower MSF Option

The Bellflower MSF site option is bounded by industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. The site is approximately 21 acres in area and can store up to 80 vehicles (Figure 2-7). On January 27, 2022, the Metro Board of Directors selected the Bellflower MSF option for inclusion in the Final EIS/EIR.

2.2.2 Paramount MSF Option

The Paramount MSF option is bounded by the San Pedro Subdivision ROW on the west, Somerset Boulevard to the south, industrial and commercial uses on the east, and All American City Way to the north. The site is 22 acres and could accommodate up to 80 vehicles (Figure 2-7). This MSF option is no longer under consideration for the Final EIS/EIR.

Figure 2-7. Maintenance and Storage Facility Options



Source: WSP, 2019

3 REGULATORY FRAMEWORK

This section discusses the applicable federal, state, and local regulations that 1) define historic properties and historical resources and 2) provide thresholds for determining effects to historic properties under NEPA and the National Historic Preservation Act (NHPA) and impacts to historical resources under the California Environmental Quality Act (CEQA). The following may apply to historic properties/historical resources in the APE.

3.1 Federal

3.1.1 NEPA

NEPA of 1969, as amended (Public Law [P.L.] 91-190, 42 United States Code [U.S.C.] 4321-4347, January 1, 1970, as amended by P.L. 94-52, July 3, 1975; P.L. 94-83, August 9, 1975; and P.L. 97-258 Section 4(b), September 13, 1982), recognizes the continuing responsibility of the federal government to "preserve important historic, cultural, and natural aspects of our national heritage" (Section 101 [42 U.S.C. Section 4331]) and requires that agencies consider the effects of their actions on all aspects of the human environment.

3.1.2 NHPA

The NHPA of 1966 (as amended) (54 U.S.C. 300101 et seq.) is the cornerstone of the federal cultural resources preservation program, as it sets forth the policy and procedures regarding "historic properties." It requires federal agencies to take into account the effects of their undertakings, such as construction projects, on historic properties and properties that an Indian Tribe regards as having religious and/or cultural importance (TCPs). Historic properties are defined as any prehistoric or historic districts, sites, buildings, structures, or objects that are included in or eligible for inclusion in the National Register of Historic Places (NRHP). To be eligible for inclusion in the NRHP, properties must be significant in American (including state and local) history, architecture, archaeology, engineering, or culture, and generally must be at least 50 years old. Properties must also possess integrity of location, design, setting, materials, workmanship, feeling, or association, and meet at least one of the following criteria (36 CFR 60.4).

A) Are associated with events that have made a significant contribution to the broad patterns of our history
B) Are associated with the lives of persons significant in our past
C) Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
D) Have yielded, or may be likely to yield, information important in prehistory or history

TCPs are properties eligible for inclusion in the NRHP based on associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community (Parker and King 1998). TCPs are typically identified through consultation with tribes or other consulting parties as part of the Section 106 process, as outlined in 36 CFR 800.2.

Section 106 of the NHPA [54 U.S.C. 300101] requires federal agencies to afford the Advisory Council on Historic Preservation, acting through the State Office of Historic Preservation (OHP) or the Tribal Historic Preservation Office (THPO), a reasonable opportunity to

comment on the effects of an undertaking on properties included in or eligible for inclusion in the NRHP (36 CFR 800.1).

3.1.3 American Antiquities Act

The American Antiquities Act of 1906 (16 U.S.C. 431-433) establishes a penalty for disturbing or excavating any historic or prehistoric ruin or monument or object of antiquity on federal lands.

3.1.4 Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 (16 U.S.C. 470aa et seq.) strengthened protection of archaeological resources on federal and tribal lands. ARPA also prohibits trafficking in archaeological resources from public and tribal lands and requires notification of affected Native American tribes if archaeological investigations would result in harm to or destruction of any location considered by tribes to have religious or cultural importance. When archaeological investigations are performed under contract to the installation or facility where such sites are located, these contracts serve in lieu of a permit. The implementing regulations are provided in 32 CFR Part 229.

3.1.5 The American Indian Religious Freedom Act

The American Indian Religious Freedom Act of 1978 (P.L. No. 95-341, 92 Stat. 469) requires consultation with Native American groups concerning actions on sacred sites or affecting access to sacred sites. It establishes federal policy to protect and preserve the right to free exercise of religion for American Indians, Eskimos, Aleuts, and Native Hawaiians. It allows these people to access sites, use and possess sacred objects, and to have the freedom to worship through ceremonial and traditional rites. In practical terms, the Act requires federal agencies to consider the impacts of their actions on religious sites and objects that are important to Native Americans, including Alaska Natives and Native Hawaiians, regardless of the eligibility for the NRHP.

3.2 State

The protection of historical resources in California is addressed through the regulatory measures of CEQA.

3.2.1 California Environmental Quality Act

CEQA of 1970 (Public Resource Code [PRC] Section 21000 et seq.), concurrently with the federal process, requires evaluation of proposed projects that may cause significant effects on historical resources. Under CEQA, "historical resources" must be identified; expected impacts must be analyzed; and mitigation must be identified and implemented as above, where necessary.

The CEQA Guidelines define a "historical resource" as:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (CRHR) (PRC Section 5024.1, Title 14 California Code of Regulations (CCR), Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the PRC or identified as significant in a historical resource survey

meeting the requirements section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record

(CEQA Guidelines, § 15064.5(a).)

CEQA equates a "substantial adverse change" in the historic significance of a resource with a significant effect on the environment (PRC Section 21084.1). A "substantial adverse change" in the significance of a historical resources is defined by the CEQA Guidelines as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." (CEQA Guidelines, § 15064.5(b).) The significance of a historical resource is materially impaired when the project demolishes or materially alters the physical characteristics of the resource that qualifies the resource as historic. If the project's effects on historic properties meet any CEQA impact conditions, mitigation measures are recommended for avoidance, to minimize impacts, or to provide balanced compensation for adverse effects. Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a less-than-significant impact on the historic resource. (CEQA Guidelines, § 15064.5(b)(3).)

The CRHR was established under California PRC Section 5024.1 to serve as an authoritative guide to the state's significant historic and archaeological resources. A resource is considered historically significant if it meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852). For a property to be considered eligible for listing in the CRHR, it must be found to be significant under at least one of the following four criteria by the State Historical Resources Commission:

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

In addition to possessing one of the above characteristics, to be eligible for listing in the CRHR, resources must retain "substantial" integrity to their period of significance. The seven aspects or qualities of integrity are the same as those applied to NRHP-eligible properties: location, design, setting, materials, workmanship, feeling, and association.

The CRHR also includes properties that:

- Have been determined eligible for listing in, or are listed in the NRHP
- Are registered State Historical Landmark No. 770 and all consecutively numbered landmarks above Number 770
- Are points of historical interest that have been reviewed and recommended to the State Historical Resources Commission for listing
- Are City- and County-designated landmarks or districts

Historic districts are a concentration of historic buildings, structures, objects, or sites within precise boundaries that share a common historical, cultural, or architectural background. Individual resources in an historic district may lack individual significance but be considered a contributor to the significance of the historic district.

3.2.2 Assembly Bill 52

With the enactment of AB 52, the CEQA of 1970 (PRC Section 5024) was expanded to include a new resource category – TCR. AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a TCR, when feasible (PRC Section 21084.3). Appendix G of the CEQA Guidelines contains the following questions related to TCRs:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
b) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments and with respect to the interests and roles of project proponents, it is the intent AB 52 to accomplish all of the following:

1 Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities
2 Establish a new category of resources in CEQA called "Tribal Cultural Resources" or TCRs that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation

3 Establish examples of mitigation measures for TCRs that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible
4 Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the TCRs with which they are traditionally and culturally affiliated (because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and TCRs at issue should be included in environmental assessments for projects that may have a significant impact on those resources)
5 In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning TCRs, early in the CEQA environmental review process, so that TCRs can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision-making body of the lead agency
6 Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA
7 Ensure that local and tribal governments, public agencies, and project proponents have information available, early in the CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to TCRs and to reduce the potential for delay and conflicts in the environmental review process
8 Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, TCRs
9 Establish that a substantial adverse change to a TCR has a significant effect on the environment

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

3.2.3 California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

3.3 Local

For the purposes of CEQA, resources eligible for or listed in the CRHR are, by definition, "historical resources." Resources included in a local register of historical resources or deemed significant (i.e., given a California Historical Resource (CHR) status code 3-5 in a survey meeting the California OHP requirement), are assumed to be historically or culturally significant for purposes of CEQA.

3.3.1 County of Los Angeles

Los Angeles County maintains an active historic preservation program, which includes the County's Historic Preservation Ordinance that establishes criteria and procedures for the designation, preservation, and maintenance of landmarks and historic districts. The program applies only to parcels located in unincorporated areas of Los Angeles County. Section 22.52.3060 outlines the County's designation criteria for locally eligible landmarks and historic districts:

A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located
2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located
3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located
4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located
5. It is listed, or has been formally determined eligible by the United States (U.S.) National Park Service for listing, in the NRHP of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the CRHR
6. If it is a tree, it is one of the largest or oldest trees of the species located in the County
7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood
8. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in subsection A of this Section, and exhibits exceptional importance
9. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under subsections A or B of this section

10. It is within a historic district. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:

    - More than 50 percent of owners in the proposed district consent to the designation
    - The proposed district satisfies one or more of the criteria set forth in subsections A.1 through A.5, inclusive, of this Section
    - The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning (Ord. 2015-0033 § 3, 2015.)

3.3.2 City of Los Angeles

A. Los Angeles Historic-Cultural Monuments. Local landmarks in the City of Los Angeles are known as Historic-Cultural Monuments (HCM) and are managed under the aegis of the City of Los Angeles Planning Department, Office of Historic Resources. A monument or local landmark is defined in the Cultural Heritage Ordinance as follows:

    - Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, state or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code Section 22.171.7 Added by Ordinance No. 178,402, Effective 4-2-07).
    - Historic Preservation Overlay Zones. As described by the City of Los Angeles Office of Historic Resources, the Historic Preservation Overlay Zone (HPOZ) Ordinance was adopted in 1979 and amended in 2004:

To identify and protect neighborhoods with distinct architectural and cultural resources, the City developed an expansive program of HPOZs, commonly known as historic districts, and provides for review of proposed exterior alterations and additions to historic properties in designated districts.

The City of Los Angeles General Plan, Conservation Element: Chapter II Resource Conservation and Management, Section 3 outlines an objective and policy for the protection of paleontological resources:

- Objective: protect the city's archaeological and paleontological resources for historical, cultural, research and /or educational purposes.

- Policy: continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities (City of Los Angeles 2001).

The City of Los Angeles General Plan, Conservation Element: Chapter II Resource Conservation and Management, Section 3 outlines an objective and policy for the protection of paleontological resources:

- Objective: Protect the city's archaeological and paleontological resources for historical, cultural, research and /or educational purposes.
- Policy: Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities (City of Los Angeles 2001).

3.3.3 City of Vernon

The City of Vernon does not have a historic preservation ordinance, nor does it maintain a list of historically significant resources or surveys. However, the City's General Plan, has the following goal and policy:

- Goal R-4. Recognize and preserve Vernon's contributions to the industrial and architectural history of Los Angeles.
- Policy R-4.1: Expand available cultural resource information by establishing a City-maintained database of historic sites and facilities (City of Vernon 2015).

3.3.4 City of Huntington Park

In 2006, the City of Huntington Park adopted a historic preservation ordinance (Title 9, Chapter 3, Article 18), which allowed for the designation of significant public or semi-public interior spaces and signage, in addition to landmarks and historic districts. The City maintains a small list of historic resources that includes single-family residences, civic structures, and one historic district. The ordinance also includes provisions for local designation criteria:

A. Historic Resource. A Historic Resource is a building, structure, site, object, landscape, sign, or contributing member to a Historic District that is significant in American history, architecture, engineering, archeology or culture and is designated by the City according to the following criteria:

    1. Associated with events that have made a significant contribution to the broad patterns of the history of the City, Region, State or Nation;
    2. Associated with the lives of persons who are significant in the history of the City, Region, State or Nation;
    3. Embodies the distinctive characteristics of a Historic Resource property type, period, architectural style or method of construction, or that is a representation of the work of an architect, designer, engineer, or builder whose work is significant to the City, Region, State or Nation, or that possesses high artistic values that are of City, Regional, State-wide or National significance;
    4. Has yielded, or may be likely to yield, information important in prehistory or history of the City, Region, State or Nation.

B. A Historic Resource designation may include significant public or semi-public interior spaces and features. The criteria used to determine if an interior is significant includes the following:

   1. Historically the space has been open to the public; and
   2. The materials, finishes and/or detailing are intact or later alterations are reversible; and
   3. The plan, layout and features of the space is illustrative of its historic function; or
   4. Its form and features articulate a particular concept of design; or
   5. There is evidence of distinctive craftsmanship.

C. Historic Signs. A Historic Sign shall include all signs designated historically significant by the Historic Preservation Commission and such sign meets the criteria described in Section 9-3.1806(A)(3). All other regulations described in Title 9, Chapter 3, Article 12 of this Code shall also apply.

D. Historic District. A Historic District is an area that is geographically defined as possessing a concentration of Historic Resources or a thematically related grouping of properties which contribute to each other and is designated by the City according to the procedures set forth by the NRHP Bulletin #21: "Defining Boundaries for NRHP Properties" and the following criteria:

   1. The grouping of properties are unified by planned or physical development or a significant and distinguishable entity of Citywide importance;
   2. The components of the properties may lack individual distinction but are important as a collection representing one or more of a defined historic, cultural, development and/or architectural context(s) (Section 2 (part) Ord. 789-NS, eff. October 5, 2006, as amended by § 1, Ord. 862-NS, eff. December 15, 2010).

3.3.5 City of Bell

The City of Bell does not have a historic preservation ordinance, nor has it prepared any historic surveys. Adopted in May 2018, the City of Bell 2030 Comprehensive General Plan includes a list of nine historic and potential historic resources located in the city. Its Resource Management Element was developed to promote the conservation and preservation of cultural resources for the benefit of future generations and includes Resource Management Element Policy 18, which states the following: *The City of Bell shall identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City. The City shall actively pursue funding and grants to finance preservation. Finally, the City shall create an inventory of important sites/buildings and develop a preservation program.*

The General Plan states that records held "at the University of California Los Angeles Archaeology Center" show that no prehistoric sites have been identified in Bell. Thus, the City of Bell (2010) concluded that there is low potential for future archaeological resource discovery within the city limits.

3.3.6 City of Cudahy

The City of Cudahy does not have a historic preservation ordinance. Cudahy conducted a citywide residential historic survey that resulted in the identification of 21 historic structures and has not since been updated. The City's most recent General Plan, Cudahy 2040 (adopted March 2018), does not mention cultural resources in particular.

3.3.7 City of South Gate

The City of South Gate adopted a historic preservation ordinance in 1983 (Title 7, Chapter 7, Article 68) allowing for the designation of significant landmarks. The City maintains a small list of historic resources that includes the South Gate Community Center, a U.S. Post Office building, the Glenn T. Seaborg Residence, and a tile mosaic at the Civic Center Community Building. The ordinance includes provisions for local designation of culturally significant landmarks, which can include any site or improvement, manmade or natural, that has special character or special historical, cultural, architectural, community, or aesthetic value as part of the heritage of the city, state, or nation.

Upon application to the City Council of the City of South Gate by any interested parties, the City Council is empowered to designate a culturally significant landmark if it manifests one or more of the following criteria:

A. It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state of California or the United States of America or if it is associated with a person whose life is historically significant
B. It is the site of a historic event with a significant place in history
C. It exemplifies the cultural, political, economical, social or historical heritage of the community
D. It portrays the environment in an era of history characterized by a distinctive architectural style
E. It embodies those distinguishing characteristics of an architectural type or engineering specimen
F. It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region
G. It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation
H. It is a part of or related to a distinctive area that is developed according to a specific historical, cultural or architectural motif
I. It represents an established and similar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristics
J. It is, or has been, a valuable information source important to the prehistory or history of the City of South Gate, the southern California region, the state of California or the United States of America (Ord. 1576 § 1 (part), eff. August 8, 1983)

3.3.8 City of Downey

The City of Downey does not have a historic preservation ordinance, nor does it have any historic surveys. Adopted in 2005, the City of Downey General Plan lists six resources that are recognized as historically significant. The General Plan identifies enhancing the city's cultural resources as one of its goals and lists the following three policies aimed at achieving that goal.

Policy 8.4.1 Identify the city's cultural resources
Policy 8.4.2 Preserve the city's cultural resources
Policy 8.4.3 Enhance the city's existing cultural resources

3.3.9 City of Paramount

The City of Paramount does not have a historic preservation ordinance, nor does it have any historic surveys or maintain a list of significant sites in the city. Its most recent General Plan, adopted in August 2007, includes a Resource Management Element which focuses on four key issues, among them cultural resources. The plan states that the maintenance and preservation of important cultural resources for future generations as one of its key land use objectives. It establishes several resource management policies, one of which is related to cultural resource preservation, and states the following: The City of Paramount will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City. In addition, the General Plan enumerates several resource management programs, the following of which pertain to cultural resources: Cultural Awareness, Cultural Resource Management, Design Guidelines and Review, Environmental Review.

3.3.10 City of Bellflower

The City of Bellflower does not have a historic preservation ordinance, nor does it maintain a list of historically significant resources or surveys. However, the City's 1994 General Plan Conservation Element includes the following goals, policies, and implementation programs:

- Goal 6. Identify and encourage the preservation of significant architectural, historical and cultural resources.
- Policies:

  6.1. In the downtown area, in particular, encourage the adaptive reuse of buildings and structures of significant historical or cultural value.
  6.2 Encourage and provide incentives for the preservation of significant architectural, historical, and cultural buildings.

Implementation Programs

1. Compile and maintain a current inventory of architectural, cultural, and historical resources in Bellflower. These buildings and landmarks include: Heritage Square, the Pacific Electric Railway Depot building, the Carpenter House, the Gerald House (Walnut Street): and numerous buildings in the downtown area. This action is done to facilitate the application for grants and funding for rehabilitation and improvement of these properties.
2. Continue working with the Southern Pacific Railroad to ensure the Pacific Electric Railway Depot building is maintained and preserved.
3. Utilize economic incentives, such as façade rebate programs and low interest loans, to facilitate the architectural renovation of the downtown area. In particular, efforts should be made to restore architecturally significant buildings to their original design.

3.3.11 City of Artesia

The City of Artesia does not have a formal process for the designation of historic resources, nor has it conducted any citywide historic surveys. The City established an ordinance, however, that led to the designation of a historic district that includes the city's old fire station. The Community, Culture, and Economic Element in the City's 2010 General Plan identifies some significant sites, including the Artesia Water Tower and Artesia Divino Espirito Santa Hall; this element sets forth some goals towards their preservation.

According to City of Artesia Municipal Code (AMC) Title 5 Chapter 16, Designation of Local Historical Landmarks, the City Council may designate a building, landmark, or other property in Artesia as a local historical landmark in special recognition of the property's role during the formation or existence of the city. AMC Section 5-16.02, Method of Designation, outlines the process for designation of local historical landmarks, and AMC Title 9 Chapter 2 Article 31.5, Historic District (H-D) Zone, is established to preserve the historic nature of buildings located in the Historic District Zone. The Historic District Zone is established to promote the general welfare, education, and recreational pleasure of the public through the identification, preservation, and enhancement of those buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance.

4 METHODOLOGY

4.1 Area of Potential Effects

The APE was established through consultation among the lead federal agency, the FTA; the lead CEQA agency, Metro; and SHPO in accordance with 36 CFR 800.16(d), which defines an APE as:

> *The geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.*

The APE has been delineated to encompass areas that may be directly or indirectly affected by the Project. This includes temporary construction effects and permanent effects. The APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project. The APE is described as being composed of two components, a "direct APE" and an "architectural APE." A detailed version of the APE map is included in Appendix A. A streamlined version of the APE map, which outlines the direct and architectural APE, is included as Figure 4-1.

The APE was initially established through consultation among FTA, Metro, and SHPO, which occurred from December 2018 through May 2019. At that time, the direct APE encompasses the alignment ROWs, as well as all associated elements where construction would occur, including stations, laydown yards, maintenance facilities and parking lots, and bridge footings within flood control channels and waters of the United States. In the underground portion of the Project, the direct APE encompasses the street or parcels directly above the tunnel areas, as well as any other areas with related ground disturbance. For the at-grade portion of the Project, the direct APE includes the width of existing railroad and roadway ROWs where construction would occur. For the aerial portion of the Project, including where it extends over flood control channels and waters of the United States, the direct APE encompasses the width of the proposed ROW. The direct APE additionally includes areas with potential direct ground disturbance, accounting for temporary (construction) and permanent project elements, including but not limited to, the following: whole or partial parcel acquisitions, train control, TPSS sites, ventilation structures, MSF options, and bridge footings in flood control channels and waters of the United States. The extent of the direct APE is defined by the direct temporary and permanent disturbance associated with construction and operation of the typical project elements that are listed above. The vertical extent of the APE varies throughout the alignment as the depth of ground disturbance varies in areas where tunneling would occur and in areas where the alignment may be at-grade or aerial. It roughly extends approximately 115 feet below the existing ground surface and approximately 90 feet above the existing ground surface.

The architectural APE was delineated in consideration of areas where built environment resources may be subject to potential direct and indirect effects, including visual, noise, vibration, and/or ground settlement that may result from construction or implementation of the Project. The architectural APE is broadly defined as the direct APE and a one parcel

buffer out from the direct APE in all areas where the Project is underground or aerial. In areas where the proposed alignment would be at-grade, within existing railroad or Metro ROWs, the architectural APE encompasses the same area as the direct APE. This is because the construction of a rail system in areas where rail systems functioned historically would not have an increased potential to cause indirect effects to historic properties. In areas where the proposed alignment is underground, aerial, or outside the existing railroad ROW, the architectural APE extends horizontally to the first row of adjacent parcels and vertically as described above.

The initial APE was determined through consensus between the undertaking's lead federal agency (the FTA), Metro, and the SHPO. The APE map and delineation methodology were submitted to SHPO for review along with a SHPO consultation initiation letter dated December 21, 2018. The letter additionally presented a historic resource screening methodology allowing properties lacking sufficient integrity to be exempted from evaluation. A letter was received from SHPO on January 18, 2019, with comments on the APE. FTA provided supplemental information on the APE delineation to SHPO on April 26, 2019. On May 29, 2019, SHPO provided a letter stating that there are no further comments on the APE. In the same letter, the SHPO agreed that the outlined historic resources screening methodology (further described in Section 4.2.7) is appropriate. Following concurrence on the APE delineation in May 2019, project modifications resulted in expansion of the APE. In these instances, the APE was expanded, with the expanded APE reflected in the submittal of the Survey Report—Rev 1 (dated March 30, 2020) to SHPO. On September 9, 2020, representatives from FTA, Metro, and SHPO met to discuss the preliminary effects assessment for the Century Freeway-Transitway Historic District (I-105 historic district or I-105 district). During the meeting, the SHPO review status of the Survey Report—Rev 1 was discussed. The SHPO representative confirmed receipt of the report and noted that review was ongoing and that comments would be provided as soon as possible. No additional response from SHPO was received after the meeting. Correspondence between FTA and SHPO is included in Appendix J.

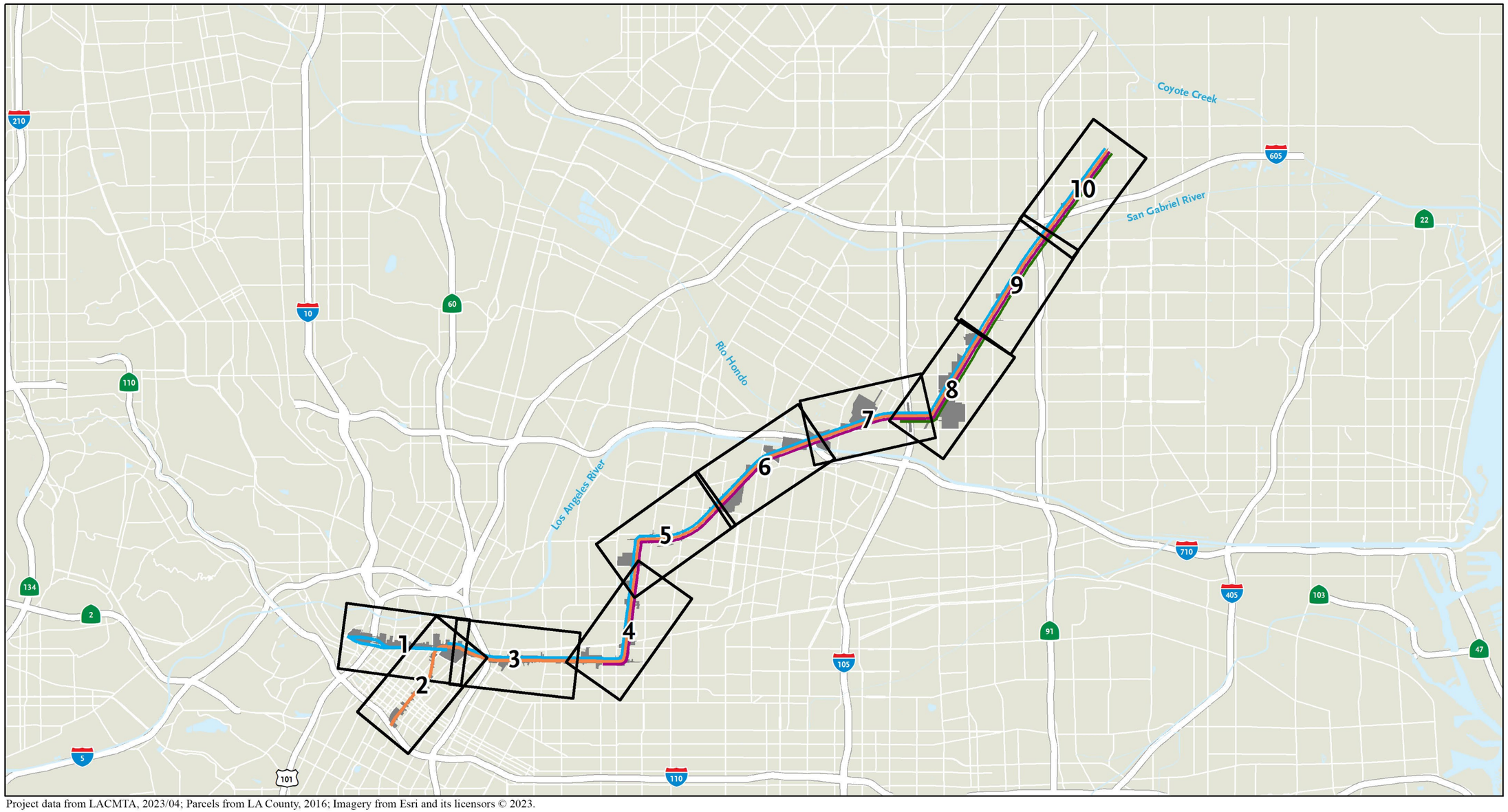
Since 2022, the APE was expanded in select locations, primarily to account for consideration of temporary construction easements and minor design modifications as a result of stakeholder coordination and public comments received on the Draft EIS/EIR. Several parcels where these modifications are proposed were originally included in the architectural APE but are now included in the direct APE to account for direct impacts from ground disturbance. Expansion of the APE followed the delineation methodology outlined above. However, in areas where small-scale, low-lying modifications consistent with the existing urban environment are proposed on parcels adjacent to road ROWs (for example, curb construction and sidewalk realignment) or where acquisitions may be needed to facilitate such modifications, the direct APE was expanded to encompass the construction footprint associated with those changes. In these locations, the architectural APE was limited to the parcel on which such improvements are proposed because the associated potential effects would be minor, visually unobtrusive, and would cause little change to the existing setting in a highly developed area.

Additionally, portions of the direct APE coincide with existing roadway ROW. In these locations, the direct APE considers ground disturbance associated with construction of roadway modifications, for example changes to lane geometry or the addition of traffic signals or at-grade crossing equipment. The methodology employed in expanding the APE in these areas assumes that in these locations, the direct APE extends up to 10 feet on adjacent

parcels to account for potential ground disturbance associated with driveway regrading and curb and/or sidewalk reconstruction. Because the modifications proposed in these areas are consistent with existing conditions and their introduction does not have the potential to affect adjacent parcels as a whole, the architectural APE coincides with the direct APE in these areas.

Figure 4-1 and Figure 7-1 identify changes to the APE that occurred since March 2020, when the APE map was last provided to SHPO for concurrence as part of the Survey Report—Rev-1. Specifically, changes are depicted on Sheets 4 through 10. Similarly, the APE map included in Appendix A also depicts areas where changes to the APE occurred, with changes depicted on Sheets 8 through 22, 26 through 28, and 30 through 33.

Figure 4-1. Cultural Resources APE Overview Map



Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

Sheet Index

Architectural APE

West Santa Ana Branch (WSAB) Proposed

Alternative 1: Union Station to Pioneer

Alternative 2: 7th St/Metro Center to Pioneer

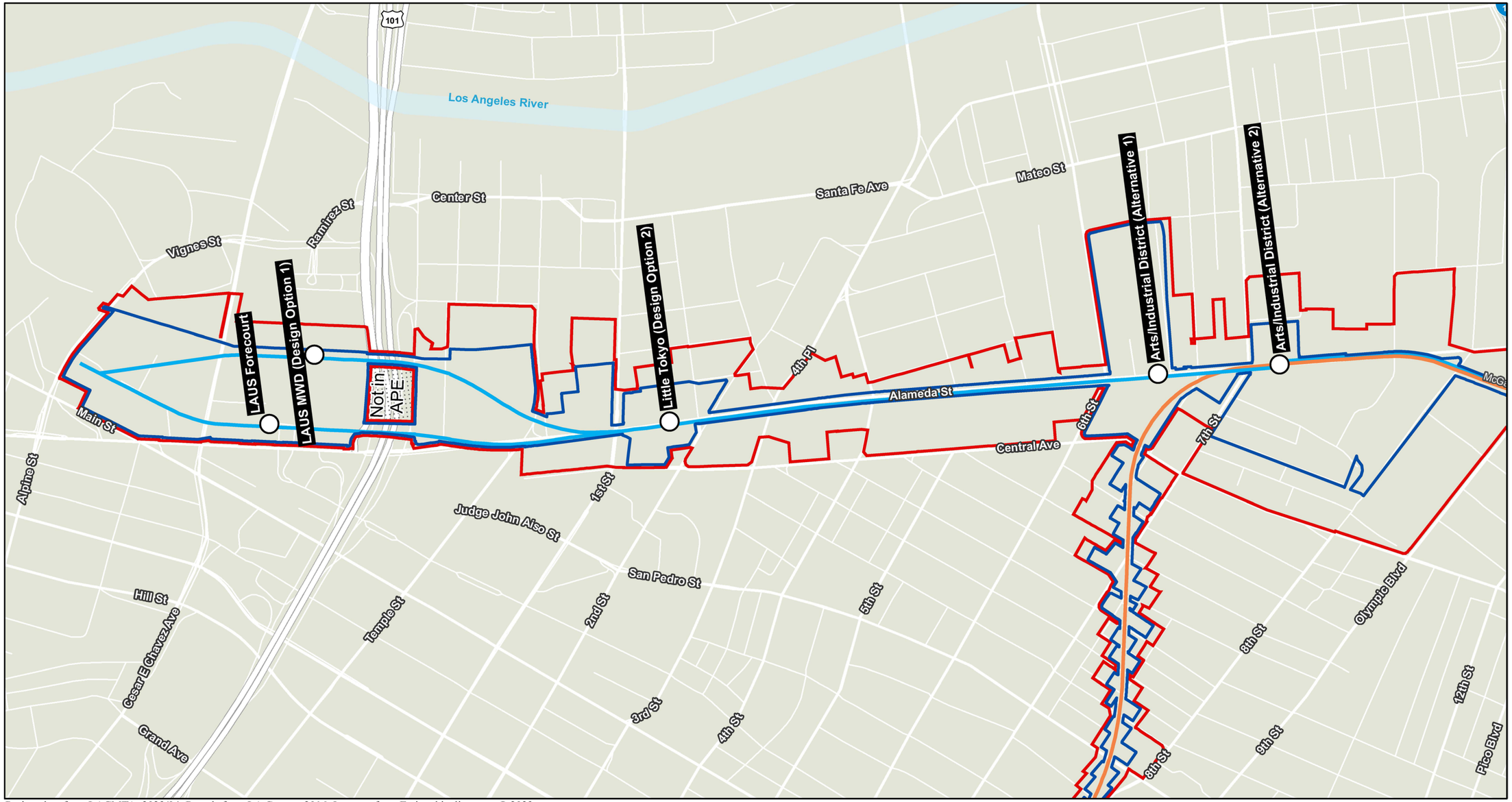
Alternative 3: Slauson/A Line (Blue) to Pioneer

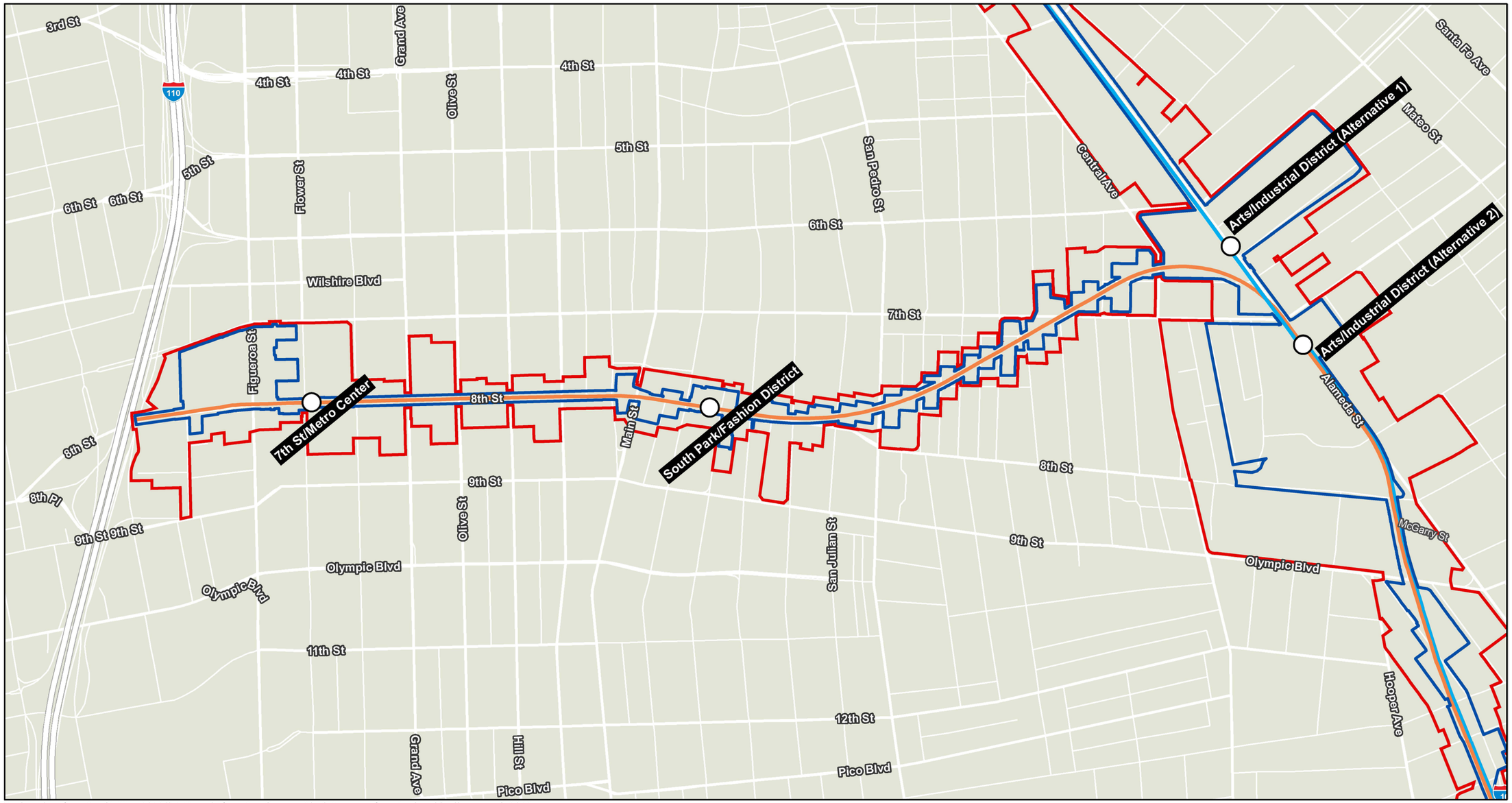
Alternative 4: I-105/C Line (Green) to Pioneer

Note: The vertical limits of the APE extend approximately 115 feet below the existing ground surface and approximately 90 feet above the existing ground surface.

N

0 0.5 1 1.5 Miles


Los Angeles River
101
Vignes St
Ramirez St
Center St
Santa Fe Ave
Mateo St
LAUS Forecourt
LAUS MWD (Design Option 1)
Not in APE
Little Tokyo (Design Option 2)
4th Pl
Alameda St
Arts/Industrial District (Alternative 1)
Arts/Industrial District (Alternative 2)
Main St
Alpine St
1st St
Judge John Aiso St
Central Ave
6th St
7th St
Hill St
Cesar E Chavez Ave
Temple St
2nd St
San Pedro St
5th St
8th St
Olympic Blvd
12th St
Grand Ave
3rd St
4th St
9th St
Pico Blvd
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.
Direct APE
Architectural APE
Station
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Note: The above noted portion of US 101 is not included in the APE because it is not within the limits used to define the direct APE and would not be subject to direct ground disturbance for the Build Alternative or design option.
N
0
400
800
Feet
Sheet 1 of 10
1
2
3



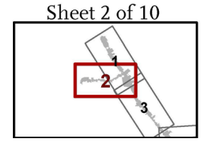
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

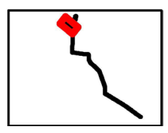
- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer

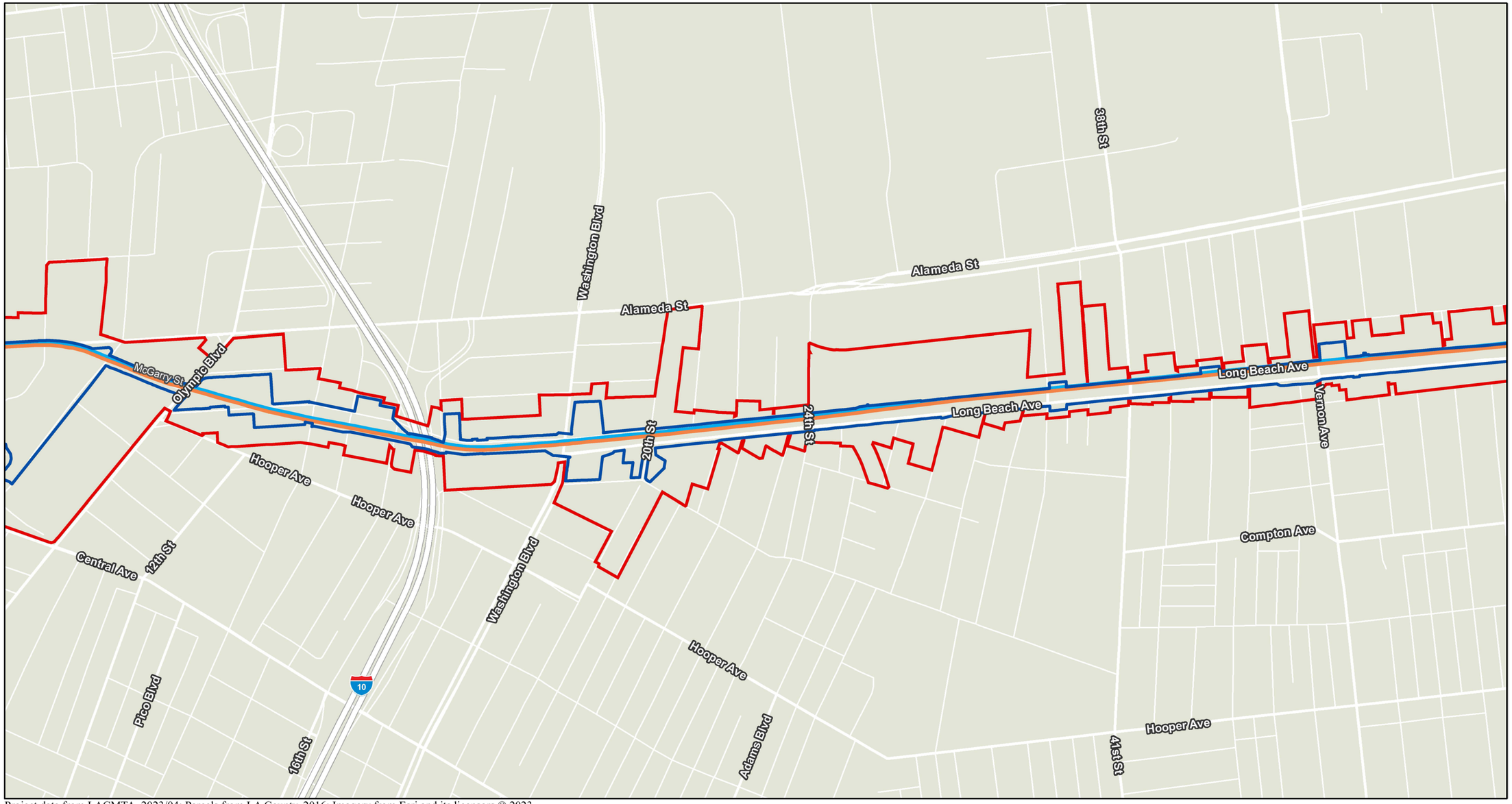
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Sheet 2 of 10







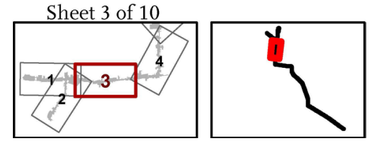
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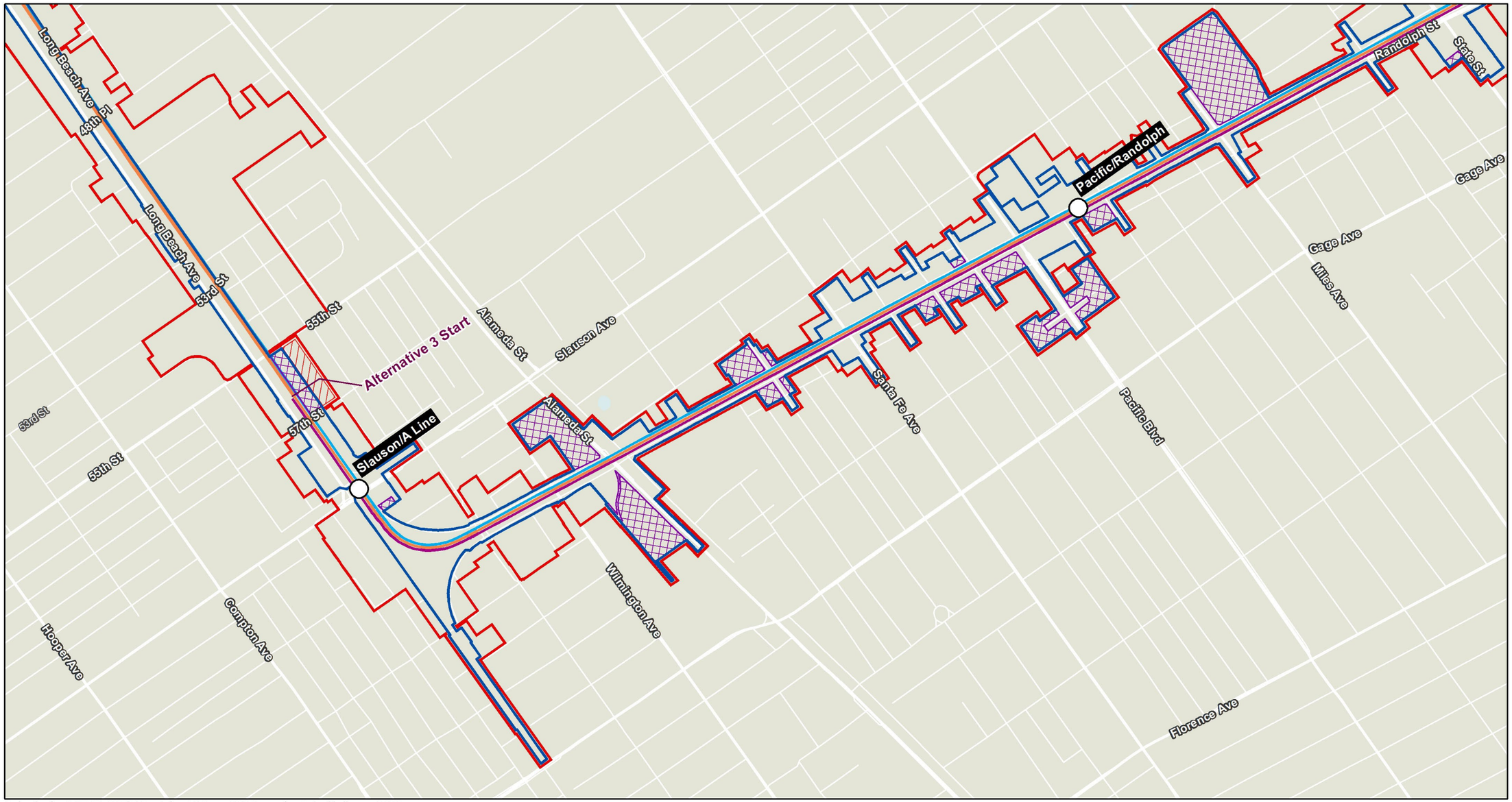
- Direct APE
- Architectural APE
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer

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0 400 800 Feet

Sheet 3 of 10





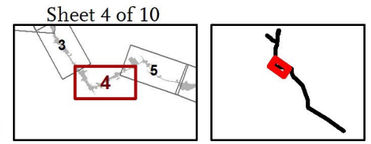
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

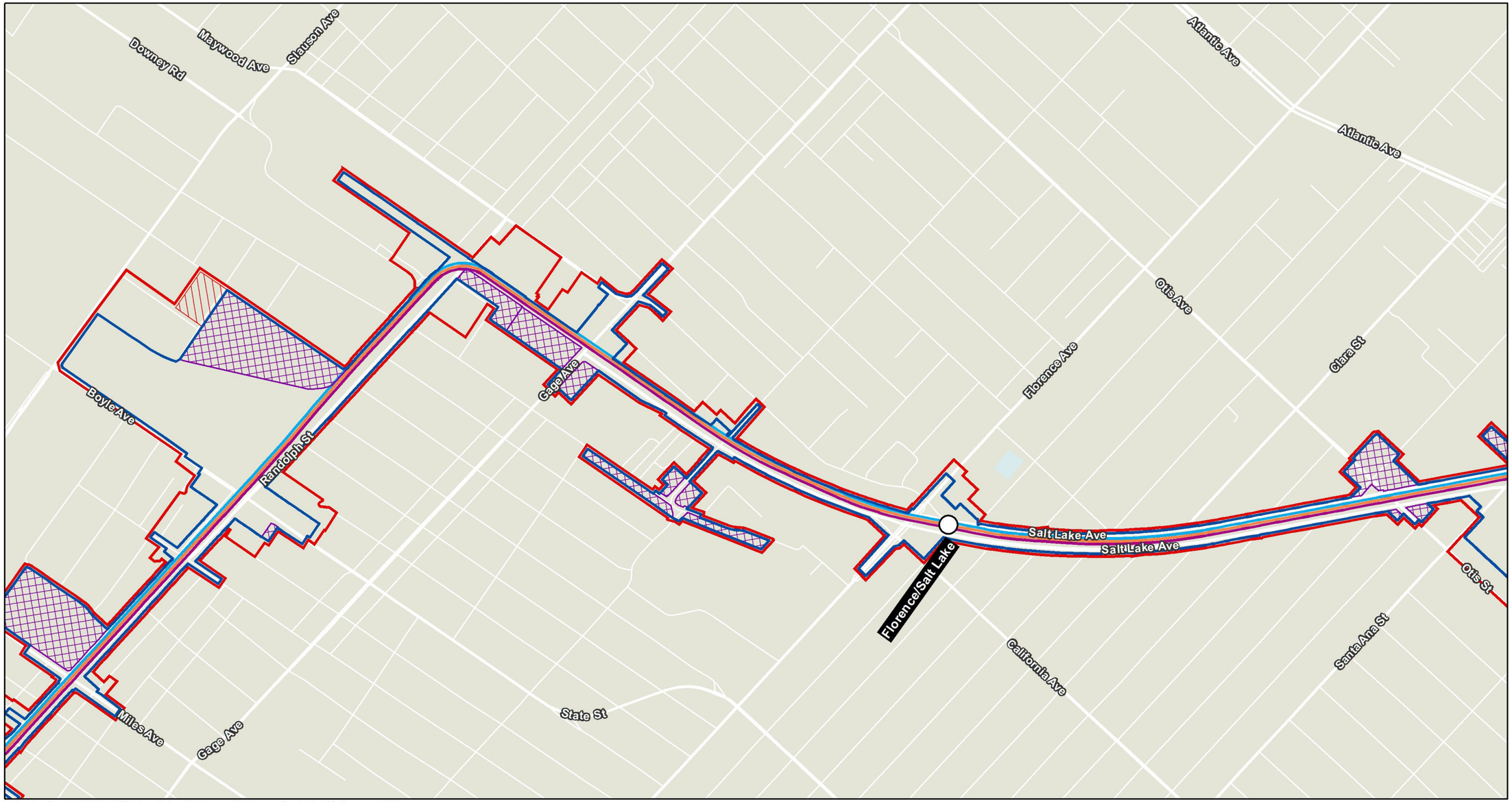
- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Added to Direct APE or moved from Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

N

0 400 800 Feet

Sheet 4 of 10



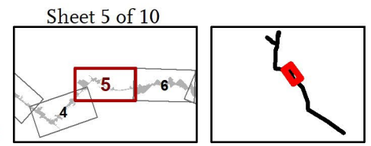


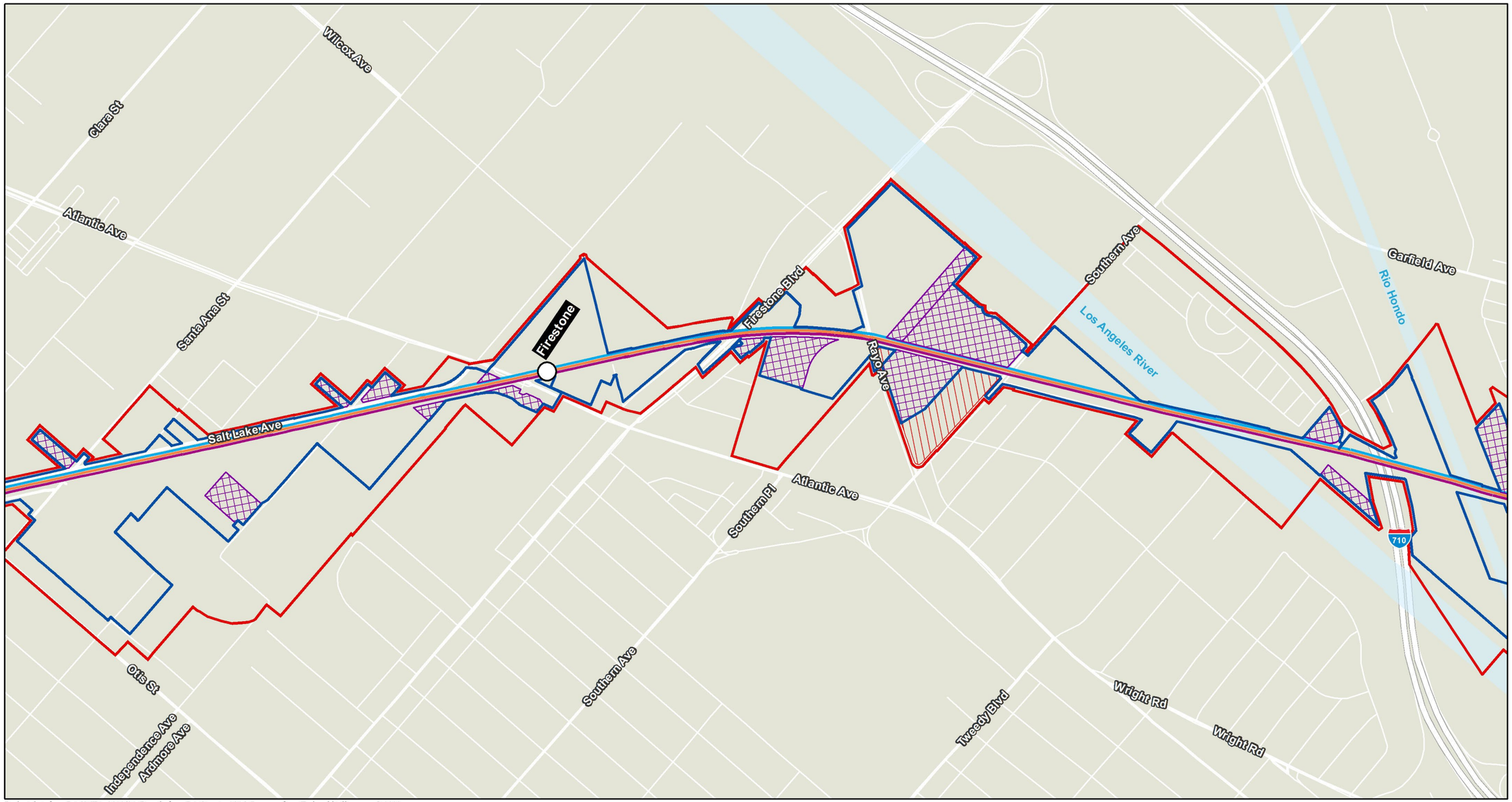
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
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- Alternative 1: Union Station to Pioneer
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- Added to Direct APE or moved from Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 400 800 Feet

Sheet 5 of 10



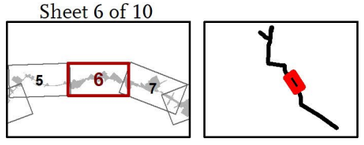


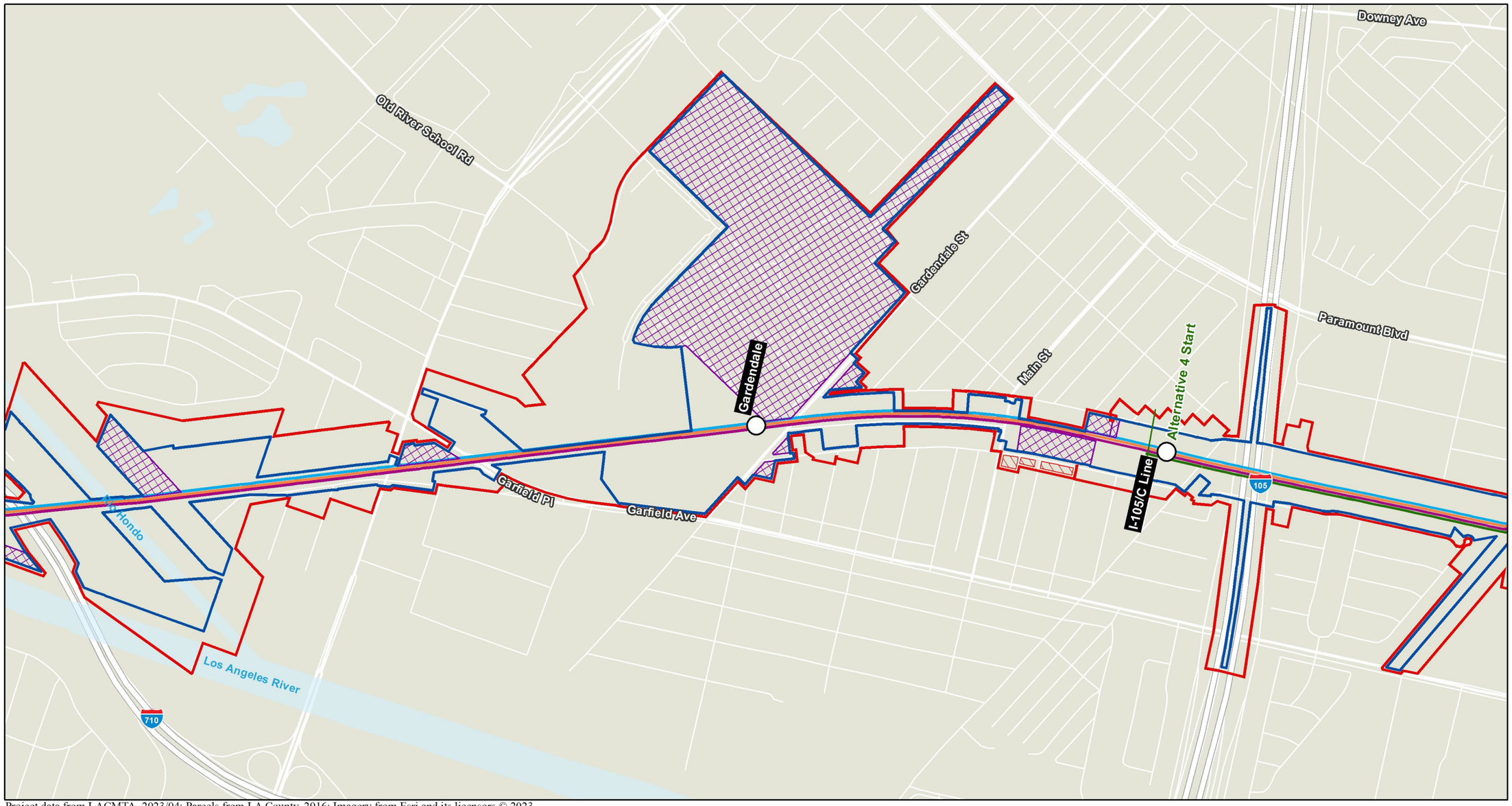
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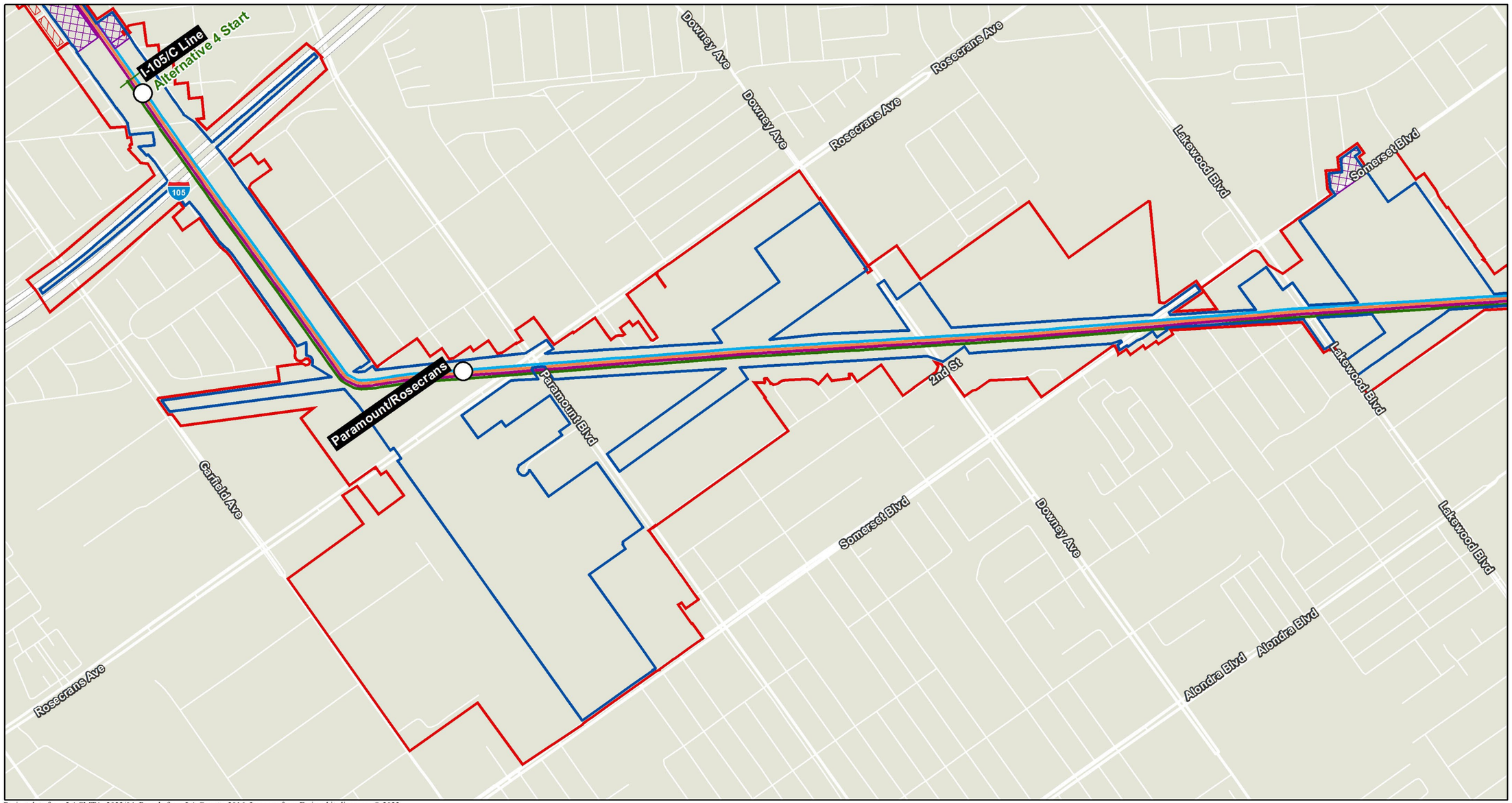
- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Added to Direct APE or moved from Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 400 800 Feet

Sheet 6 of 10




Old River School Rd
Gardendale St
Gardendale
Main St
Alternative 4 Start
Downey Ave
Paramount Blvd
I-105/C Line
105
Garfield Pl
Garfield Ave
Rio Hondo
Los Angeles River
710
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.
Direct APE
Architectural APE
Station
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Alternative 3: Slauson/A Line (Blue) to Pioneer
Alternative 4: I-105/C Line (Green) to Pioneer
Added to Direct APE or moved from Architectural APE to Direct APE following SHPO Review in March 2020
Added to Architectural APE following SHPO Review in March 2020
N
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Feet
Sheet 7 of 10
6
7
8
9



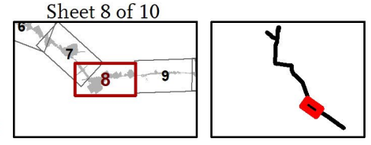
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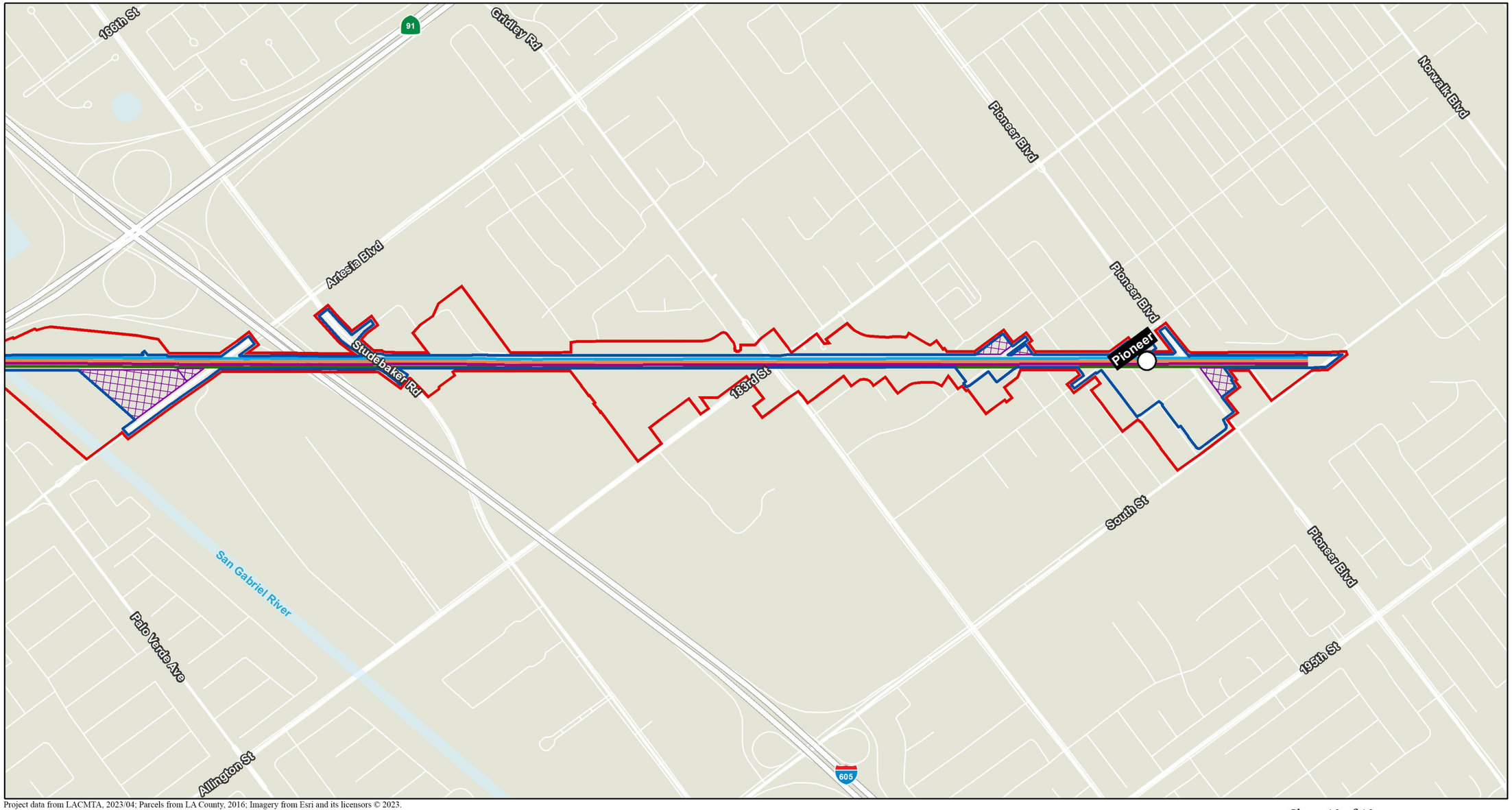
N

0 400 800 Feet

Sheet 8 of 10




Somerset Blvd
Somerset Blvd
Clark Ave
Alondra Blvd
Bellflower
Bellflower Blvd
Woodruff Ave
San Gabriel River
605
91
Palo Verde Ave
Clark Ave
Woodruff Ave
Artesia Blvd
Lakewood Blvd
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.
Direct APE
Architectural APE
Station
Alternative 1: Union Station to Pioneer
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Alternative 3: Slauson/A Line (Blue) to Pioneer
Alternative 4: I-105/C Line (Green) to Pioneer
Added to Direct APE or moved from Architectural APE to Direct APE following SHPO Review in March 2020
N
0
400
800
Feet
Sheet 9 of 10
8
9
10



Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

Direct APE
Architectural APE
Station
Alternative 1: Union Station to Pioneer
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Alternative 3: Slauson/A Line (Blue) to Pioneer
Alternative 4: I-105/C Line (Green) to Pioneer
Added to Direct APE or moved from Architectural APE to Direct APE following SHPO Review in March 2020

N
0 400 800 Feet

Sheet 10 of 10

4.2 Background Research

At the time that the analysis presented in the Survey Report—Rev 1 was conducted, the Project was expected to be constructed by 2028. Therefore, initial identification efforts focused on parcels with improvements constructed in 1978 or earlier retaining sufficient integrity to warrant significance consideration. Parcels that were not significantly altered and found to lack integrity were evaluated for NRHP and CRHR eligibility during the project identification phase, at which time all previously identified historic properties and historical resources were also noted. Following selection of the LPA, Alternative 3, by the Metro Board of Directors in January 2022 and the update to the project construction completion date from 2028 to 2034, identification efforts were expanded to include parcels in the Alternative 3 APE with improvements constructed in and between 1979 and 1989, 50 years from the updated project completion date plus a 5-year buffer.

The following section presents the results of the background research that was conducted for this study, including the following:

- Cultural resources records search(es) at the SCCIC
- Review of existing survey data, in particular SurveyLA
- Archival research pertaining to the APE and its surroundings
- Search(es) of the Native American Heritage Commission Sacred Lands File
- Native American and local interested party consultation
- Archaeological and built environment field survey(s)

Background research was completed to examine existing conditions pertaining to cultural resources in the APE. The following subsections summarize the methods and results of this research.

4.2.1 South Central Coastal Information Center Records Search

A search of the CHRIS for the project corridor was conducted on April 17, 2017, at the SCCIC, California State University, Fullerton. Following changes to the project alignment in 2018, a supplemental records search was conducted on August 28, 2018. The searches were performed to identify previously conducted cultural resource studies and previously recorded cultural resources within a 0.5-mile radius of the project alignment. Resulting from a request received through the Native American consultation performed for this Project (summarized below), an additional records search was conducted in December 2019 to expand the records search radius from 0.5 to 1 mile. The searches included a review of the NRHP, the State Historic Property Data Files, California Historical Landmarks, California Points of Historic Interest, California OHP Archaeological Determinations of Eligibility, and the California Department of Transportation (Caltrans) State and Local Bridge Surveys in addition to available historic U.S. Geological Survey 7.5- and 15-minute quadrangle maps. Following expansion of the APE since 2022, records search results obtained during prior SCCIC searches were reanalyzed against the updated APE.

4.2.2 SurveyLA

The City of Los Angeles has an active, citywide survey program, SurveyLA, to identify and evaluate historic resources for long-term planning purposes; the program is organized by Community Planning Area (CPA). The portion of the Project alignment situated in Los Angeles traverses three CPAs that have been extensively surveyed for historic properties of

the built environment: Central City North, Central City, and Southeast Los Angeles. The following CPA survey reports and the accompanying data were examined and reexamined following expansion of the APE, and incorporated into this study:

- Historic Resources Survey Report – Central City Community Plan Area (City of Los Angeles 2016a)
- Historic Resources Survey Report – Central City North Community Plan Area (City of Los Angeles 2016b)
- Historic Resources Survey Report- Southeast Community Plan Area (City of Los Angeles 2012)
- Supplemental Historic Resources Survey Report Industrial Zone Properties in the Southeast Los Angeles Community Plan Area (City of Los Angeles 2015)

As part of SurveyLA, the Office of Historic Resources has developed an extensive citywide historic context statement. This narrative document identifies contexts, themes, and subthemes representing the multifaceted history of Los Angeles and relates those themes to existing resources or property types. Also known as "CTPs" (context, theme, and property type), these documents provide a consistent, comparative framework for evaluations and assists survey efforts by predicting the location and types of resources encountered throughout Los Angeles. Properties within the City of Los Angeles portion of the APE were evaluated within the framework of SurveyLA.

SurveyLA identified two potential historic districts, the proposed boundaries of which extend into the Project APE: the Seventh Street Commercial Historic District (Map Reference Number [MRN] 3-031) in the Central City CPA and the Los Angeles Industrial Historic District (MRN 2-018) in the Central City North CPA. The proposed boundaries of the Los Angeles Industrial Historic District encompass approximately 39 properties, 2 of which (Map Reference Numbers: 3-003 and 3-030) are within the APE. Similarly, approximately 195 properties are included within the proposed boundaries of the Los Angeles Industrial Historic District, 9 of which (Map Reference Numbers: 2-003, 2-004, 2-005, 2-006, 2-008, 2-009, 2-010, 2-013, 2-014) are also within the APE. As their boundaries extend well beyond the APE, the evaluation of these historic districts was beyond the scope of this study. As they are recommended by SurveyLA to be districts eligible for listing in the NRHP, CRHR, and locally, they are assumed eligible for the purposes of this study.

4.2.3 Archival Research

Archival research was completed from September 2017 through May 2019 and again in late 2022 and early 2023. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the property. Sources included, but were not limited to, historic maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the Project site:

- Building permits, on file with the following cities: Artesia, Bellflower, Cerritos, Downey, Huntington Park, Los Angeles, Paramount
- City of Los Angeles Public Library, California Index, and Photo Collection
- County of Los Angeles Tax Assessor
- Historic aerial photographs

- Historic U.S. Geologic Survey Topographic Maps
- Sanborn Fire Insurance Company Maps
- *Los Angeles Times* Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles
- Janet Hansen, Office of Historic Resources, Los Angeles Department of City Planning
- Huntington Digital Library
- Audry Williams, Southern California Edison (SCE)
- SCE Archives
- Calisphere, University of California
- Online Archive of California
- University of Southern California Libraries Digital Collections
- Ancestry.com
- Caltrans digital collections
- City directories for the following cities: Artesia, Bellflower, Cerritos, Huntington Park, Los Angeles, South Gate, Paramount
- Other sources as noted in the references list

4.2.4 Native American Consultation

4.2.4.1 Native American Heritage Commission Sacred Lands File Searches

Native American consultation was initiated for this Project on June 23, 2017. As part of the process of identifying cultural resources within or near the APE, Rincon contacted the Native American Heritage Commission (NAHC) via email and requested a review of the Sacred Lands File (SLF). Rincon was emailed the results from the NAHC on July 27, 2017. The NAHC provided recommendations for a tribal consultation list for Los Angeles County on July 25, 2017 (Appendix C, Section 1). The list included the following contacts:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrieliño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieliño Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrieliño-Tongva Tribe
- Matias Belardes, Chairperson, Juaneño Band of Mission Indians Acjachemen Nation – Belardes

Following changes to the project alignment, Rincon emailed a supplemental SLF request to the NAHC on August 30, 2018, with a response received from the second search on September 11, 2018. Responses received from the NAHC are included in Appendix C, Section 1. The NAHC provided an updated list of groups or individuals who may have additional information regarding cultural resources that may exist within the APE; these groups are:

- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Sandonne Goad, Chairperson, Gabrieliño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieliño Tongva Indians of California Tribal Council

- Charles Alvarez, Gabrieliño-Tongva Tribe
- Linda Candelaria, Chairperson, Gabrieliño-Tongva Tribe
- Matias Belardes, Chairperson, Juaneño Band of Mission Indians Acjachemen Nation – Belardes
- Joyce Perrty, Tribal Manager, Juaneño Band of Mission Indians Acjachemen Nation – Belardes

Both SLF searches resulted in positive results with the NAHC noting that sites have been located within the Los Angeles quadrangle of the APE that may be affected by the Project. The NAHC recommended that the Gabrieleño Band of Mission Indians – Kizh Nation be contacted to obtain additional information regarding these sites. SLF searches are conducted based on large geographic areas, for example United States Geological Survey topographic map sections. Although the APE has been expanded since 2022, expansion was minimal and in areas immediately adjacent to those included in the originally delineated APE. Due to the close proximity of expanded areas to those included in the originally delineated APE, the cultural sensitivity of these areas is consistent such that an additional SLF search was not conducted.

4.2.4.2 Assembly Bill 52 Consultation

Pursuant to the requirements of AB 52, on October 16, 2018, Metro, acting as the lead CEQA agency, sent project notification letters to all eight of the above-listed Native American contacts (inclusive of those two not on the Los Angeles County consultation list but included on the list provided by the NAHC as part of the SLF search). The letters provided a description of the Project, the Project location, and the lead agency contact information (Appendix C, Section 2).

Metro received no requests for AB 52 consultation from seven of the eight Native American groups that were contacted via mail. In an email dated November 14, 2018, the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) stated that if any ground disturbance was to occur for the Project, their tribal government would like to be consulted. The Kizh Nation also sent a letter to Metro personnel dated November 30, 2018, formally requesting AB 52 consultation for the Project. A summary of the consultation that occurred between Metro and the Kizh Nation is included below and is documented in Appendix C, Section 3. No specific TCRs were identified during the consultation effort described below. However, it is assumed that P-19-1575 (CA-LAN-1575/H), located near LAUS in Alternative 1, is a TCR for the purposes of this Project, as it contains [redacted] and is listed in the CRHR.

Metro initiated AB 52 consultation with the Kizh Nation via teleconference on November 16, 2018. During the meeting, Kizh Nation representatives discussed TCRs located within the vicinity of the project alignment. Following the teleconference, the Kizh Nation sent a follow-up email to Metro that included a historic map showing the general locations of some of the TCRs overlaid against a Google Earth map.

Metro and the Kizh Nation participated in a second teleconference meeting to discuss more specific information about TCRs along the alignment on January 24, 2019. During the meeting, Kizh Nation representatives (Andrew Salas and Matthew Teutimez) stated the area is culturally sensitive and noted that some of the project corridor follows or intersects major Native American trade routes. Tribal representatives referred to the Kirkman-Harriman Map (Kirkman 1937), which depicts the approximate location of these trade routes. Mr. Salas noted that [redacted]

[redacted] to be part of a cultural landscape. Given the length of the project corridor, Metro requested that the Kizh Nation provide more specific information on those portions of the alignment that they consider to be particularly sensitive for TCRs. Metro also requested a copy of any mitigation language the tribe would like to provide to reduce project impacts.

Metro sent a follow-up email to the Kizh Nation on March 11, 2019, requesting that the tribe provide additional maps or mitigation language to be included in the environmental document. In this correspondence, Metro requested a response from the tribe by March 13, 2019. Metro also made follow-up calls to the Kizh Nation and left voicemail messages. No response was received from these outreach efforts.

On April 15, 2019, Metro sent a letter to the tribe again requesting additional maps and mitigation language. The letter stated that this information should be provided to Metro by May 16, 2019, to continue the AB 52 consultation process. The Kizh Nation emailed Metro with proposed mitigation language on April 22, 2019.

On July 19, 2019, Metro sent a letter to the tribe that summarized the project mitigation measures that were developed, taking into consideration the various aspects of the Kizh Nation's proposed mitigation measures that relate to TCRs. On August 8, 2019, the Kizh Nation replied via email that they had reviewed the proposed mitigation measures outlined in the letter sent July 19, 2019, and that the Kizh Nation concurred with the proposed measures and that the consultation process for the Project was formally concluded.

Although the APE was expanded since 2020, the APE expansion was minimal and in areas immediately adjacent to those included in the originally delineated APE. As a result, the cultural sensitivity of these areas is consistent with the original APE and additional AB 52 consultation was not conducted.

4.2.4.3 Section 106 Native American Consultation

On December 21, 2018, the FTA sent Section 106 consultation letters to all eight of the above-listed Native American contacts (Appendix C, Section 4). The letter invited the Native American groups to participate in the Section 106 consultation process and included information on the identification of prehistoric sites, and sacred and/or traditional cultural properties in the APE. The FTA requested that the tribes review the information contained in the letter and provide any additional information or comments they may have within 30 days of receiving the letter. Follow-up phone calls were conducted on January 29, 2019, for all contacts with phone numbers on file at the NAHC.

Responses were received from the Kizh Nation, Adrian Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians, and Robert Dorame, Chairperson for the Gabrieleño Tongva Indians of California Tribal Council. Details of consultation with each of these tribes thus far is summarized below and included in Appendix C, Section 5.

- On January 3, 2019, the Kizh Nation sent an email to the FTA requesting Section 106 consultation for the Project. On behalf of FTA, on March 11 and 12, 2020, telephone calls were placed, and an email sent to follow up on this request. Following telephone and email correspondence, on March 13, 2020, Andrew Salas, Chairperson for the Kizh Nation agreed in an email that the mitigation developed for the purposes of AB

52 would be acceptable for the purposes of Section 106. Consultation between the Kizh Nation and FTA was thus concluded.

- On February 11, 2019, Adrian Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians emailed a response also requesting Section 106 consultation. Mr. Morales requested that the SCCIC record searches and all other informational data source be inclusive of a 1.0-mile radius search. In response to this request, the SCCIC record search was updated to 1.0-mile accordingly.
- Robert Dorame, Chairperson for the Gabrieleño Tongva Indians of California Tribal Council discussed the Project with FTA staff on January 29, 2019. At that time, he stated he would respond to the request by email. Despite email follow-up by FTA, further response was not received, and consultation between the Gabrieleño Tongva Indians of California and FTA was concluded.

In addition to the consultation summarized above, all parties were provided the opportunity to comment on the Project through circulation of the Draft EIS/EIR between July and September 2021. However, no additional comments were received. Although the APE was expanded since 2020, the APE expansion was minimal and in areas immediately adjacent to those included in the originally delineated APE. As a result, the cultural sensitivity of these areas is consistent with the original APE and additional Section 106 Native American consultation was not conducted.

The Section 106 consultation summarized above resulted in the identification of zero (0) TCPs.

4.2.5 Section 106 Local Interested Party Consultation

Local interested party consultation was initiated for the Project on September 20, 2017, when letters were sent on behalf of Metro via U.S. mail to 17 local government, local historic preservation advocacy, and history advocacy groups. Letters requested information regarding historic properties that may be located within the APE and described the original proposed Project and its related draft APE, including location maps (Appendix C, Section 6). Due to changes to the project alignment, a second letter was sent to the same 17 contacts by Metro on March 18, 2019 (Appendix C, Section 7). Follow-up efforts with each group were conducted via telephone and/or email between May and June 2019, and subsequent follow-up efforts were conducted as necessary (Appendix C, Section 8).

To date, Metro has received 13 responses to the 2 rounds of contact efforts described above (Appendix C, Section 9). Responses were received from the from the following cities: Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Los Angeles, Huntington Park, and Paramount in addition to Los Angeles County, the City of Downey Historical Society, the Los Angeles Conservancy and the Los Angeles Railroad Heritage Foundation. Representatives from the cities of Bell, Cerritos, Paramount, and Los Angeles County expressed no concerns regarding potential cultural resources within the vicinity of the APE. Representatives from the cities of Artesia, Bellflower, Cudahy, Downey, and Huntington Park responded to consultation efforts by providing lists of known or potential cultural resources thought to be located in the vicinity of the APE. In most cases these lists were brief, including from one to six resources. A contact from the City of Los Angeles Office of Historic Resources indicated that the results of SurveyLA should be reviewed to ensure that potential cultural resources in the area of the APE were accounted for.

To expand the reach of the consultation effort, consultation letters were sent by Metro via U.S. Mail to six additional historical societies and organizations to request information regarding historical resources that may be located within the APE. Letters were sent on February 4, 2020, to the following groups: Chinese Historical Society of Southern California, Los Angeles Union Station Historical Society, Japanese American Cultural & Community Center, Little Tokyo Historical Society, La Plaza De Cultura y Artes and Old Spanish Trail Association (Appendix C, Section 10). Follow-up on the consultation letters sent on February 4 was completed on behalf of Metro on February 10 and February 19 and 20, 2020 (Appendix C, Section 11). Two responses to these efforts, from the Los Angeles Union Station Historical Society (LAUSHS) and the Old Spanish Trail Association, were received and are summarized below. Section 106 local interested party consultation for the Project was concluded on March 10, 2020. Documentation related to this effort is included in Appendix C, Section 12.

In an email dated February 4, 2020, a representative of the LAUSHS stated they would be interested in serving as a "Section 106 historic consultant" and also requested an exhibit of Alternative 1 at LAUS. As a result of this request, FTA considered the LAUSHS a consulting party. On behalf of Metro on March 10, 2020, Rincon spoke with Mr. Savio, Executive Director of the LAUSHS, via telephone. Mr. Savio provided feedback regarding the design of potential station entrances in the vicinity Union Station. Mr. Savio commented that any new station entrances should complement the existing architecture of Union Station. No additional information regarding historic properties in the Project APE or its vicinity was provided.

In an email dated February 10, 2020, a representative of the Old Spanish Trail Association stated the Old Spanish National Historic Trail does not include anything southeast of LAUS. Additionally, the email stated that the four alternatives do not affect the Old Spanish National Historic Trail historic sites. The email stated that the Project does cross an alternative route of the Old Spanish Trail along Aliso Street, but that portion of the trail is not recognized by the Old Spanish National Historic Trail.

In addition to the consultation summarized above, all parties were provided the opportunity to comment on the Project through circulation of the Draft EIS/EIR between July and September 2022. Although the APE was expanded since 2022, the geographic area and cultural context associated with the expansion are consistent with that of the originally delineated APE. Therefore, additional Section 106 local interested party consultation was not conducted.

As the Project crosses three river channels under the jurisdiction of the USACE, the USACE provided feedback on the Draft EIS/EIR in a letter dated October 6, 2021, and submitted to FTA and Metro during the circulation period for the Draft EIS/EIR (Appendix C, Section 13). In the letter, USACE designated FTA the lead federal agency under Section 106 [36 CFR 800.2(a)(2)], delegating its Section 106 responsibilities to FTA. Additionally, the USACE provided comments related to the three river channels within the APE—the LA River Channel (portion), the Rio Hondo River Channel (portion), and the San Gabriel River Channel (portion), stating that their NRHP eligibility should be considered by the Project, and effects assessed as appropriate. The USACE additionally requested clarification related to the eligibility of the Union Pacific Railroad Bridge (MRN 17-006) and SCE's Long Beach-Laguna Bell 66kV and 220 kV transmission lines (MRN 18-016). As a result of USACE's comments, this report includes updates to incorporate the historical significance of the LA River Channel (MRN 17-007), the Rio Hondo River Channel (MRN 18-017), and the San

Gabriel River Channel (MRN 29-025). Continued communication and coordination with the USACE since submission of its comment letter indicated that these river channels were determined eligible for listing in the NRHP and received SHPO concurrence in 2022. A summary of their historical significance and eligibility is included in Section 7.2.2. This report also includes updates to provide the requested clarification related to SCE's Long Beach-Laguna Bell 66kV and 220 kV transmission lines (MRN 18-016); no changes were necessary in response to USACE's comments related to Union Pacific Railroad Bridge (MRN 17-006).

Caltrans also provided feedback on the Draft EIS/EIR in a letter dated September 28, 2021, and submitted to FTA and Metro during the circulation period for the Draft EIS/EIR (Appendix C, Section 13). As part of the letter, Caltrans requested consulting party status for the Project under Section 106, pursuant to 36 CFR Section 800.2(a)(2), 800.2(c)(5), and 800.3(f)(3) based on consideration of the I-105/Century Freeway-Transitway Historic District (MRN 21-027). The comment letter also included several detailed comments related to the Project's potential to affect/impact the Century Freeway-Transitway Historic District. In response to the comments received, this report includes a more thorough description of the historic district, relying on information and previous documentation complied by Caltrans, to support a more robust effects/impacts assessment that will be included in the *West Santa Ana Branch Transit Corridor Project Cultural Resources Effects Report*. Additionally, in a letter dated October 26, 2021, FTA responded to Caltrans' letter, acknowledging Caltrans as a Section 106 consulting party (Appendix C, Section 13).

4.2.6 Archaeological Field Survey

An archaeological field survey was conducted of the direct APE due to the potential of ground-disturbing activities to adversely affect or impact archaeological resources from construction and operations. Because of the lack of anticipated ground disturbance, no archaeological survey was conducted within the indirect APE. Given the developed nature of the project alignment, the archaeological field survey of the direct APE was phased. The first phase involved reconnaissance-level surveys to locate areas within the direct APE that were characterized by exposed ground surfaces (i.e., areas lacking buildings and structures, pavement, and/or landscaping). This effort was followed by a second phase of work that involved the intensive pedestrian survey of identified areas of exposed ground. The pedestrian survey of the Southern Section of the direct APE was conducted by Archaeologists Catherine Reagan and Mark Strother on November 20 and 21, 2017. Archaeologist Tricia Dodds completed the pedestrian survey of the areas of exposed ground within the direct APE in the Northern Section on October 19, 2018. No additional areas of exposed ground were identified in the portions of the direct APE associated with the APE expansion that occurred in late 2022 and early 2023. Ms. Reagan, Ms. Dodds, and Mr. Strother all meet the Secretary of the Interior's Professional Qualification Standards (PQS) for Archaeology.

In accordance with standard best management practice, the pedestrian survey involved the systematic inspection by the archaeologists walking parallel transects spaced at 15-meter intervals or less to ensure that all surface-exposed artifacts and features could be identified. Areas of exposed ground within the direct APE that could not be intensively surveyed, either because they were inaccessible or could not be entered due to safety concerns, were inspected from the public ROW. Surveyed areas were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock, ecofacts [marine shell and bone]); soil discoloration that might indicate the presence of a cultural midden; soil

depressions; and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were visually inspected. The archaeologists photographed the direct APE using a digital camera and documented their field observations.

4.2.7 Built Environment Field Survey

Architectural historians conducted intensive-level built environment surveys of the 19-mile-long APE, beginning in September 2017. While portions of the survey effort were undertaken prior to and during the period in which the APE was being delineated, the entirety of the APE was surveyed throughout the following periods: September 2017, September through November 2018, April and May of 2019, August through October 2022, and January 2023. During these periods, field surveys of the architectural APE were conducted as necessary due to minor project design modifications that resulted in alterations to the APE. The built environment surveys were conducted by Architectural Historians Susan Zamudio-Gurrola, Rachel Perzel, James Williams, Steven Treffers, and Shannon Carmack, all of whom meet the Secretary of the Interior's PQS for Architectural History and History.

Available parcel data containing dates of construction are not entirely reliable. Therefore, all parcels in the APE were field checked to verify whether construction may have occurred more than 50 years from 2028, the original anticipated project construction completion date. The potential significance of all parcels with built environment resources in the APE and constructed in or prior to 1978 associated with Alternatives 1, 2, 3, and 4 was considered. Following selection of the LPA, Alternative 3, by the Metro Board of Directors in January 2022, and the update to the project construction completion date to 2034, all parcels in the Alternative 3 APE previously excluded from survey due to age were field checked to verify whether construction may have occurred between 1979 and 1989, 50 years from the updated project completion date plus a five-year buffer.

All parcels in the APE associated with Alternatives 1, 2, 3, and 4 with built environment resources constructed in or prior to 1978 were surveyed, photographed, and researched to determine if they retained sufficient integrity to warrant evaluation for potential historic significance. The SHPO agreed to a streamlined identification methodology that allowed properties lacking sufficient integrity to be exempted from evaluation (letter dated May 29, 2019, and included in Appendix J). In consultation with the SHPO, properties lacking sufficient integrity were defined as "those lacking the critical essential physical features that convey a property's significance (e.g., the application of non-original siding, the wholesale replacement and/or infill of windows and doors, significant primary and secondary elevation additions, and the removal of primary character-defining features)."

The determination of which parcels were exempted from evaluation was made by qualified architectural historians on the project team utilizing the archival research developed for the Project and other available historic contexts, including the City of Los Angeles' Citywide Historic Context Statement and SurveyLA methodology for evaluating potential historical resources. All parcel exemptions were made by a qualified senior-level Architectural Historian who meets the Secretary of the Interior's PQS for Architectural History and History. Parcels were not exempted if they were listed in a local survey of historic resources, or if the extent of alterations or the age of the parcel was not readily discernible. Parcels found to be lacking sufficient integrity were surveyed and photographed. The

preparation of California Department of Parks and Recreation (DPR) forms was substituted with an appendix table depicting a photo of each parcel (Appendix H).

All parcels in the APE associated with Alternatives 1, 2, 3, and 4 with built environment resources constructed in or prior to 1978 that were found to retain integrity were recorded on DPR forms and were evaluated for significance in the NRHP and CRHR, as well as local designation where applicable (Appendix F). It was assumed that the historic status of properties previously listed in or determined eligible for listing in the NRHP and/or the CRHR was unchanged unless improvements were no longer extant or major alterations had been made recently, as noted. Parcels with survey eligibility findings that were completed within the past five years were not updated unless there were substantial changes to the parcel identified during the field survey. Parcels previously determined ineligible for the NRHP and CRHR that had not been surveyed within the past 10 years were updated with a DPR update form and reevaluated. The previous documentation and updated DPR forms are included as Appendix F to this report.

Additionally, all parcels in the APE that correspond to Alternative 3 with built environment resources constructed between 1979 and 1989, 50 years from the revised project completion date of 2034 plus a 5-year buffer, were surveyed, photographed, and researched to determine if they may possess an association with a developed historical context. The preparation of DPR forms was substituted with an appendix table depicting a photograph of each parcel (Appendix K).

5 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

5.1 Environmental Setting

The APE is located in the Los Angeles Basin, an oval-shaped alluvial plain spanning approximately 40 miles northwest to southeast. The Los Angeles Basin is bordered by the Santa Monica Mountains on the north, Puente Hills to the east, Pacific Ocean to the west, and the Santa Ana Mountains to the south. The topography of the APE is generally flat and includes commercial urban lands and roads and channelized drainages. Elevation ranges from 78 feet to 294 feet above mean sea level. Based on the most recent soil survey (U.S. Department of Agriculture, 2017), the APE consists primarily of soils that formed in alluvium derived from granite typically found in alluvial fans and alluvial plains.

All components of the Project are in previously developed areas, including public ROWs (streets), and industrial, commercial, and residential areas. The Project intersects three major waterways—the LA River, the Rio Hondo Channel (a tributary to the LA River), and the San Gabriel River. The streambeds at the proposed crossings have been significantly impacted by channelization with their sides and bottom lined with concrete.

5.2 Prehistoric Setting

Numerous chronological sequences have been devised to aid in understanding cultural changes within Southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the Southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four periods are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's (1955) synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984, 159), this situation has been alleviated by the availability of thousands of radiocarbon dates that have been obtained by Southern California researchers in the last three decades (Byrd and Raab, 2007, 217). Several revisions have been made to Wallace's (1955) synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983, Mason and Peterson 1994, Koerper et al. 2002).

5.2.1 Horizon IX (ca. 10,000 – 6000 BCE)

When Wallace defined the Horizon I (Early Man) period in the mid-1950s, there was little evidence of human presence on the Southern California coast prior to 6000 BCE. Archaeological work in the intervening years has identified numerous pre-8000 BCE sites, on the mainland coast and on the Channel Islands (e.g., Erlandson 1991; Johnson et al. 2002; Moratto 1984; Rick et al. 2001, 609). The earliest accepted dates for occupation are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991,105). On Santa Rosa Island, human remains from the Arlington Springs site have been dated to approximately 13,000 years ago (Johnson et al. 2002).

Recent data from Horizon I sites indicate the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002) and on Pleistocene lakeshores in eastern San Diego County (Moratto 1984, 90-92). Although few Clovis-like or Folsom-like fluted points have been found in Southern California (e.g., Dillon 2002, Erlandson et al. 1987), it is generally thought that the emphasis on hunting may have been greater during Horizon I than in later periods. Common elements in many sites from this period, for example, include leaf-shaped bifacial projectile points and knives, stemmed or shouldered projectile points, scrapers, engraving tools, and crescents (Wallace 1978:26–27). Subsistence patterns shifted around 6000 BCE, coincidental with the gradual desiccation associated with the onset of the Altithermal climatic regime, a warm and dry period that lasted for about 3,000 years. After 6000 BCE, a greater emphasis was placed on plant foods and small animals.

5.2.2 Horizon II – Milling Stone (6000 – 3000 BCE)

The Milling Stone Horizon devised by Wallace (1955, 1978) and Encinitas Tradition according to Warren (1968) (6000–3000 BCE) are characterized by subsistence strategies centered on collecting plant foods and small animals. Food procurement activities included hunting small and large terrestrial mammals, sea mammals, and birds; collecting shellfish and other shore species; near-shore fishing with barbs or gorges; the processing of yucca and agave; and the extensive use of seed and plant products (Kowta 1969). The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates and slabs) and handstones (manos and mullers). Milling stones occur in large numbers for the first time during this period and are more numerous still near the end of this period. Recent research indicates that Milling Stone Horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007, 220).

Milling Stone Horizon sites are common in the Southern California coastal region between Santa Barbara and San Diego, and at many inland locations (e.g., Herring 1968, Langenwalter and Brock 1985, Sawyer and Brock 1999, Sutton 1993, True 1958). Wallace (1955, 1978) and Warren (1968) relied on several key coastal sites to characterize the Milling Stone period and Encinitas Tradition, respectively. These include the Oak Grove Complex in the Santa Barbara region, Little Sycamore in southwestern Ventura County, Topanga Canyon in the Santa Monica Mountains, and La Jolla in San Diego County. The well-known Irvine site (CA-ORA-64) has occupation levels dating between ca. 6000 and 4000 BCE (Drover et al. 1983, Macko 1998).

Stone chopping, scraping, and cutting tools made from locally available raw material are abundant in Milling Stone/Encinitas deposits. Less common are projectile points, which are typically large and leaf-shaped, and bone tools such as awls. Items made from shell, including beads, pendants, and abalone dishes, are generally rare. Evidence of weaving or basketry is present at a few sites. Kowta (1969) attributes the presence of numerous scraper-planes in Milling Stone sites to the preparation of agave or yucca for food or fiber. The mortar and pestle, associated with pounding foods such as acorns, were first used during the Milling Stone Horizon (Wallace 1955, 1978; Warren 1968).

Cogged stones and discoidals are diagnostic Milling Stone period artifacts, and most specimens have been found in sites dating between 4000 and 1000 BCE (Moratto 1984, 149). The cogged stone is a ground stone object with gear-like teeth on its perimeter. Discoidals are similar to cogged stones, differing primarily in their lack of edge modification. Discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals are often purposefully buried and are found mainly in sites along the coastal drainages from southern Ventura County southward, with a few specimens inland at Cajon Pass, and a heavy amount in Orange County (Dixon 1968, 63; Moratto, 1984, 149). These artifacts are often interpreted as ritual objects (Eberhart 1961, 367; Dixon 1968, 64–65), although alternative interpretations (such as gaming stones) have also been proposed (e.g., Moriarty and Broms 1971).

Characteristic mortuary practices of the Milling Stone Horizon or Encinitas Tradition include extended and loosely flexed burials, some with red ochre, and a few grave goods, such as shell beads and milling stones, interred beneath cobble or milling stone cairns. "Killed" milling stones, exhibiting holes, may occur in the cairns. Reburials are common in the Los Angeles County area, with north-oriented flexed burials common in Orange and San Diego counties (Wallace 1955, 1978; Warren 1968).

Koerper and Drover (1983) suggest that Milling Stone Horizon sites represent evidence of migratory hunters and gatherers who used marine resources in the winter and inland resources for the remainder of the year. Subsequent research indicates greater sedentism than previously recognized. Evidence of wattle-and-daub structures and walls has been identified at several sites in the San Joaquin Hills and Newport Coast area (Mason et al. 1991, 1992, 1993; Koerper 1995; Strudwick 2005; Sawyer 2006), while numerous early house pits have been discovered on San Clemente Island (Byrd and Raab 2007, 221–222). This architectural evidence and seasonality studies suggest semi-permanent residential base camps that were relocated seasonally (de Barros 1996, Koerper et al. 2002, Mason et al. 1997) or permanent villages from which a portion of the population left at certain times of the year to exploit available resources (Cottrell and Del Chario 1981).

5.2.3 Horizon III – Intermediate (3000 BCE – CE 500)

Following the Milling Stone Horizon, Wallace's Intermediate Horizon and Warren's Campbell Tradition in Santa Barbara, Ventura, and parts of Los Angeles counties, date from approximately 3000 BCE to CE 500. These periods are characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. The Campbell Tradition (Warren 1968) incorporates David B. Rogers' (1929) Hunting Culture and related expressions along the Santa Barbara coast. In the San Diego region, the Encinitas Tradition (Warren 1968) and the La Jolla Culture (Moriarty 1966; Rogers 1939, 1945) persist with little change during this time.

During the Intermediate Horizon and Campbell Tradition, a pronounced trend developed toward greater adaptation to regional or local resources. For example, an increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites along the California coast that date to this period. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks become part of the tool kit. Larger knives, a variety of flake scrapers, and drill-like implements are common. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms (Wallace 1955; Warren 1968). Koerper and Drover (1983) consider Gypsum Cave and Elko series points, which have

a wide distribution in the Great Basin and Mojave deserts between ca. 2000 BCE and CE 500, to be diagnostic of this period. Bone tools, including awls, are more numerous than those found for the preceding period, and the use of asphaltum adhesive was common.

Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment. Hopper mortars and stone bowls, including steatite vessels, appeared in the tool kit at this time as well. This shift appears to correlate with the diversification in subsistence resources. Many archaeologists believe this change in milling stones signals a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988, True 1993). It has been argued that mortars and pestles may have been used initially to process roots (e.g., tubers, bulbs, and corms associated with marshland plants), with acorn processing beginning at a later point in prehistory (Glassow 1997, 86) and continuing to European contact.

Characteristic mortuary practices during the Intermediate Horizon and Campbell Tradition included fully flexed burials, placed facedown or face-up, and oriented toward the north or west (Warren 1968, 2–3). Red ochre was common, and abalone shell dishes were infrequent. Interments sometimes occurred beneath cairns or broken artifacts. Shell, bone, and stone ornaments, including charmstones, were more common than in the preceding Encinitas Tradition. Some later sites include *Olivella* shell and steatite beads, mortars with flat bases and flaring sides, and a few small points. The broad distribution of steatite from the Channel Islands and obsidian from distant inland regions, among other items, attest to the growth of trade, particularly during the latter part of this period. Recently, Raab and others argue that the distribution of Olivella-grooved rectangle beads marks "a discrete sphere of trade and interaction between the Mojave Desert and the southern Channel Islands" (Byrd and Raab 2007, 220–221).

5.2.4 Horizon IV – Late Prehistoric – (CE 500 – Historic Contact)

In the Late Prehistoric Horizon (Wallace 1955, 1978), which lasted from the end of the Intermediate (ca. CE 500) until European contact, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely worked projectile points, usually stemless with convex or concave bases, suggests an increased usage of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Other items include steatite cooking vessels and containers, the increased presence of smaller bone and shell circular fishhooks, perforated stones, arrow shaft straighteners made of steatite, a variety of bone tools, and personal ornaments made from shell, bone, and stone. There is also an increased use of asphalt for waterproofing and as an adhesive.

Many Late Prehistoric sites contain beautiful and complex objects of utility, art, and decoration. Ornaments include drilled whole Venus clam (*Chione* spp.) and drilled abalone (*Haliotis* spp.). Steatite effigies become more common, with scallop (*Pecten* spp. and *Argopecten* spp.) shell rattles common in middens. Mortuary customs are elaborate and include cremation and interment with abundant grave goods. By CE 1000, fired clay smoking pipes and ceramic vessels began to appear at some sites (Drover 1971, 1975; Meighan 1954). The scarcity of pottery in coastal and near-coastal sites implies ceramic technology was not well developed in that area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace, 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's cultural ecological scheme, the period between CE 500 and European contact is divided into three regional patterns (Warren 1968). The Chumash Tradition is present mainly in the region of Santa Barbara and Ventura counties; the Takic or Numic Tradition is present in the Los Angeles, Orange, and western Riverside counties region; and the Yuman Tradition is present in the San Diego region. The seemingly abrupt changes in material culture, burial practices, and subsistence focus at the beginning of the Late Prehistoric Period are thought to be the result of a migration to the coast of peoples from inland desert regions to the east. In addition to the small triangular and triangular side-notched points similar to those found in the desert regions in the Great Basin and Lower Colorado River, Colorado River pottery and the introduction of cremation in the archaeological record are diagnostic of the Yuman Tradition in the San Diego region. This combination suggests a strong influence from the Colorado Desert region.

In Los Angeles, Orange, and western Riverside counties, similar changes (introduction of cremation, pottery, and small triangular arrow points) are thought to be the result of a Takic migration to the coast from inland desert regions. This Takic or Numic Tradition was formerly referred to as the "Shoshonean wedge" or "Shoshonean intrusion" (Warren 1968). This terminology, used originally to describe an Uto-Aztecan language group, is generally no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups who spoke Numic languages (Heizer 1978, 5; Shipley, 1978, 88, 90). Modern Gabrieleño /Tongva, Juaneño, and Luiseño in this region are considered the descendants of the prehistoric Uto-Aztecan, Takic-speaking populations that settled along the California coast during this period or perhaps somewhat earlier.

5.3 Historic Context and Setting

Post-Contact history for the state of California is divided generally into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the U.S.

5.3.1 Overview

Spanning approximately 98 square miles, the project corridor encompasses a number of communities and cities in Los Angeles County including the following: the incorporated Cities of Los Angeles, Vernon, Maywood, Huntington Park, Commerce, Bell, Cudahy, Bell Gardens, South Gate, Lynwood, Compton, Downey, Paramount, Bellflower, Long Beach, Lakewood, Norwalk, Artesia, Cerritos, and Hawaiian Gardens, and portions of unincorporated Los Angeles County. Similarly, the APE traverses the following: the incorporated Cities of Los Angeles, Huntington Park, Bell, Cudahy, South Gate, Lynwood, Downey, Paramount, Bellflower, Artesia, Cerritos and portions of unincorporated Los Angeles County. In spite of its size, the APE features overlapping patterns of development stretching back to the late nineteenth century that unify the built environment. These shared patterns of and catalysts for development influenced the character of the built environment throughout the APE (and beyond) through the decades, well into the postwar period.

To present both a macro-level context of the APE as well as micro-level area histories, this historic context is divided in two sections. The first section provides a brief overview of the shared themes and patterns of development most salient in the APE. Given the APE's location—with an extended but contained north-south corridor through eastern, central, and southern Los Angeles and swaths diverging to the southeast—industrial development and transportation were the most significant themes that drove development, even as specific subthemes and advances evolved over time. This overview section presents a brief thematic overview of these shared factors as they relate to the Spanish, Mexican, and American periods of the APE's history.

Following the overview section, brief chronologies and histories are provided for each city and community traversed by the project alignment. While a shared set of factors shaped development, each small city and community also has its own unique founding story, historical development, and character.

From the earliest days of modern development, transportation has been a key theme influencing and catalyzing development throughout the APE, whether in the form of late-nineteenth-century railroad lines, interurban trolley cars in the 1900s, or the advent of the personal automobile and subsequent construction of interstate highways throughout the early and mid-twentieth century. Industrial expansion made the APE a robust employment center, drawing tens of thousands of new settlers and businesses. The full range of Southern Californian economic production was represented through this region, from agricultural processing and packing plants to factories producing consumer goods and automobiles. The discovery of oil also impacted this corridor and the surrounding communities. During World War II and into the postwar period, defense-related production drew tens of thousands of new residents, first during the war, then in the postwar period, as the focus shifted to peace-time operations and the aerospace industry.

Neighborhoods throughout the APE experienced the impact of the Great Depression-era and New Deal housing practices, as well as postwar expansion and suburbanization. These results reflected the already diverse population throughout the area and influence the character of subsequent settlement patterns.

5.3.2 Spanish Period (1769 – 1824)

Before the historic period that begins the era discussed here, Spanish explorers made sailing expeditions along the coast of Southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabrílllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabrílllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica Bays. Spanish naval officer Sebastián Vizcaíno mapped and recorded much of the California and Oregon coastline over the next half-century. Vizcaíno's crew also landed on Santa Catalina Island and in the San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys Cabrílllo and Vizcaíno conducted (Bancroft 1885,96–99; Gumprecht 1999, 35).

More than 200 years passed before Spain began the colonization and inland exploration of what was then called Alta (upper) California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's historic period, occurring just after the King of Spain selected the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July of 1769, while Portolá was exploring Southern California, Franciscan Friar Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions the Spanish and the Franciscan order would establish in Alta California between 1769 and 1823. Mission San Fernando Rey de España is located approximately 20 miles northwest of the APE and was founded in 1797.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Crespi named "the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula" or "Our Lady the Queen of the Angels of the Porciúncula" (Kyle 2002, 151). Two years later on September 8, 1771, Friar Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel (ibid.).

In 1781, the *pobladores*, a group of 11 families recruited from Mexico, traveled from the San Gabriel Mission to a spot selected by Alta California Governor Felipe de Neve to establish a new *pueblo* or town. The Northern Section of the Project is adjacent to the site selected in 1825 as the location for the new town of Los Angeles. Also known as the Plaza district, the area was the third of three sites chosen by the Spanish (Ríos-Bustamante and Castillo 1986, 36).

The settlement was named *El Pueblo de la Reina de Los Angeles* (the Pueblo of the Queen of the Angels, or Los Angeles), but over time, the area became known simply as Los Angeles. The objective of the new settlement was to supplement the agricultural goods produced at the Mission San Gabriel. As with all Spanish colonial towns, the original *pueblo* of Los Angeles was designed according to the Laws of the Indies, the town planning guidelines codified by the Spanish in the mid-sixteenth century for colonial towns. All three iterations of the original settlement, relocations of which were a consequence of seasonal flooding of the river, reflected this plan with houses and buildings facing a central square oriented to the cardinal points. The Laws of the Indies also included specifications regarding the cardinal points and street orientation, a specification still reflected in the irregular street pattern near the town's foundational site. The pueblo lands were divided and distributed among the 44

original settlers, each of whom were given two fields of irrigable land, two fields of dry land, and a house lot facing the central square (Ríos-Bustamante and Castillo 1986, 30).

During Spanish rule, from 1781 to 1824, two dozen land grants were made throughout present-day Los Angeles County and beyond, primarily as compensation to soldiers upon their retirement.

5.3.3 Mexican Period (1822 – 1848)

The construction of missions and associated presidios was a major focus during the Spanish Period to integrate the Native American population into Christianity and communal enterprise. Incentives were provided to bring settlers to pueblos across the state, but just three were established during the period, only two of which were successful and remain as California cities (San Jose and Los Angeles). Several factors kept growth in Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955, 14).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. Approximately 55 land grants were made in the Los Angeles area (Banham 2009). The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. The current undertaking is located in Rancho San Rafael, a stretch of land the Spanish Governor Pedro Fages originally granted to Jose Maria Verdugo in 1784 and that remained in the hands of the Verdugo family throughout the Mexican Period (Shumway 2007, 41).

During the supremacy of the ranchos (1834–1848), landowners focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods from the east and other areas in the U.S. and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities and whose numbers declined as a result.

5.3.4 Nineteenth Century

With the signing of the Treaty of Guadalupe Hidalgo in 1848, the U.S.–Mexican War ended formally and California was annexed to the U.S.; it gained statehood subsequently in 1850. This political shift set in motion a variety of factors that began to erode the rancho system. The initiation of property taxes proved onerous for many Southern California ranchers, given the size of their holdings (Fogelson 1967, 9). In addition, the 1851 creation of the U.S. Land Commission required that property owners prove the validity of their property titles, many of which had been granted informally and without the benefit of an official survey. Because appeals were allowed (but were usually prolonged affairs), property ownership disputes were resolved via expensive litigation proceedings. Ranchers often paid legal debts with portions—

or all—of their ranchos, and as a result, 40 percent of rancho-held lands in Los Angeles County passed to the U.S. government (Nadeau 1960, 46–49; see also Fogelson 1967, 13-14). The large-scale rancho system also suffered greatly from the 1860s droughts, which decimated the cattle industry upon which the ranchers depended.

The earliest non-ranching industries to emerge in the region "were related to processing agricultural produce" (City of Los Angeles 2018a, 5). These included packing houses adjacent to rail lines, wineries, flour mills, and grain processing plants, among many others.

With the 1849 advent of the Gold Rush in northern California and the growing influx of European-Americans to Southern California from westward expansion, the population in Los Angeles expanded rapidly in what is known as "the American period." From 1850 to 1860, the population grew from approximately 1,600 to 4,300 (Hill 1929).

During the second half of the nineteenth century, the establishment of city services and infrastructure helped accelerate urbanization through the region. Los Angeles's first horse-drawn trolley car, for example, was implemented in 1874, with a line running down Main Street past the Plaza Church, Pico House, and Merced Theatre. The principal exports from the region consisted of agricultural goods produced by small farms, cattle ranchers, vintners, and horticulturalists "who traded their wares for a variety of manufactured goods they could not purchase locally" (City of Los Angeles 2018a, 5).

In the final quarter of the nineteenth century, the greater Los Angeles region began to shed its rural character and grew into an urbanized environment with increasing state and national importance. As in later periods, events related to transportation served as a trigger for population expansion. In the late nineteenth century, that event was the 1876 completion of the Southern Pacific Railroad that connected Los Angeles with the East Coast via San Francisco. The railroad link accelerated population growth in and tourism to Southern California. The 1880s real estate boom is foreshadowed by rapid increases in real estate valuations, which jumped 50 percent in Los Angeles County from 1875 to 1876 (Los Angeles Times 1891). Between 1870 and 1880, the population of Los Angeles doubled, from over 5,700 to 11,300 (O'Flaherty 1978).

Well documented in secondary literature on late nineteenth-century Los Angeles, the 1880s boom in Southern California was fueled by a speculative real estate market and increasingly accessible rail travel (including a rate war in 1886 between the two transcontinental railway lines serving the region) (Deverell 1994). Nascent Southern Californian towns were promoted throughout the U.S. as havens for good health and economic opportunity. The remarkable success of this campaign is reflected in the inter-U.S. immigration wave to Los Angeles during this period. Between 1880 and 1890, the population of Los Angeles expanded nearly fivefold, from 11,000 to 50,000; this figure peaked in 1888 at approximately 80,000 (Los Angeles Times 1891). By 1888, Los Angeles County's real estate valuations had grown nearly five times, climbing from over $20 million in 1882 to nearly $103 million by 1888.

In addition to boosting population growth and tourism throughout Southern California, the advent of the transcontinental railroad was "the most important catalyst for industrial growth" (City of Los Angeles 2018b). This included a wide range of sectors, from agricultural packing and shipping houses to automobile manufacturers. The concentration of industrial concerns through the APE developed early in this period, given its proximity to important transport lines and the harbor to the south.

Following the collapse of the real estate market in 1888, economic stagnancy lasted in Los Angeles through the mid-1890s. Despite the economic downturn, the industrial and commercial transformation of Los Angeles—and residential subdivision and commercial development outside the traditional core—was well entrenched.

Shortly thereafter, another significant breakthrough occurred in industrial development. In 1892, oil prospectors Edward Doheny and Charles Canfield discovered oil in Elysian Park, triggering "the first oil boom in the region" (City of Los Angeles 2018a). This was one of many subsequent discoveries in the region. By 1910, Los Angeles produced upwards of 77 million barrels of oil a year. Again, the proximity to well-established lines of transportation facilitated the oil industry's rapid growth, as both rail and shipping lines were available to transport oil and other petroleum products. In subsequent decades, more discoveries of oil fields would be made, and oil drilling and production became an important economic engine and employer throughout the region. As in other areas, these new employment centers catalyzed new residential settlement close to the emerging oil fields and processing plants in Los Angeles, and elements of the built environment reflect the significance of the industry. Also during this era, increased interstate and intercontinental transportation lines formed the basis for subsequent population growth, with an increase in Los Angeles to more than 100,000 persons by 1900 (City of Los Angeles 2018a).

Still, "even with the freight infrastructure provided by railroads, industrial growth remained weak due to the city's relatively small population" compared to other urban areas in other regions (City of Los Angeles 2018a). To remedy this, business owners and civic leaders came together to establish the city's first Chamber of Commerce. Additional sector-specific associations emerged, as well, to promote growth. For example, the Los Angeles Merchants and Manufacturers Association was established in 1896 to increase exports of steel. The groups often joined forces to promote growth and new investment, with the *Los Angeles Times* itself serving "as an unabashed cheerleader for these efforts" (City of Los Angeles 2018a).

With this foundation in place, Los Angeles's industrial sector did not remain weak for long. To keep pace with exponential population growth, the region's industrial economy responded quickly to provide the "building materials, produce, and consumer goods" needed by the growing populace (City of Los Angeles 2018a). This reflects the inter-related themes of significance that shaped the region's built environment, where for example, the City of Los Angeles evaluates construction-related industrial development under its own theme of significance: "Building the City, 1876-1965" (City of Los Angeles 2018a).

5.3.5 Twentieth Century

5.3.5.1 1900-1929

Rapid, sustained expansion for the region characterized the era from 1900 to 1929. By 1900, Los Angeles County evolved from a western outpost of ranch lands to a metropolis of over 170,000. In the early twentieth century, this expansion continued. Between 1900 and 1910, the population of Los Angeles County expanded threefold, from 170,000 to 504,000. The decade of the 1910s brought another doubling of the population, from 504,000 to 936,000. During the Roaring 1920s, the population surpassed the million mark, more than doubling to 2,208,000 by 1930. This population expansion implied growth in all sectors and areas of the built environment throughout the APE and the region reflect this expansion.

Two major events had a lasting influence on growth throughout the region: the first was the selection of San Pedro Harbor as the international Port of Los Angeles, in anticipation of the opening of the Panama Canal. The second was the 1913 inauguration of William Mulholland's famous Los Angeles Aqueduct, which emptied Owens Valley of water and brought a much-needed, reliable supply to the growing metropolis. With the promise of water, numerous nearby communities and cities voted to join Los Angeles through annexation.

One of most notable advances of the time related to both transportation and industrial development and involved development of San Pedro Harbor as the new Port of Los Angeles. In 1906, the City of Los Angeles acquired the San Pedro Harbor facilities and annexed "a mile-wide strip of land running the 16 miles between the southern city boundary and the independent cities of Wilmington and San Pedro" (City of Los Angeles 2018a). In 1909, these cities joined many others annexed by Los Angeles in the opening decades of the twentieth century. This mile-wide strip of land still forms a long, narrow panhandle connecting the broad expanse of Los Angeles to San Pedro and the Port of Los Angeles; it parallels the APE in some areas.

Throughout Los Angeles County, the emergence of new industries and employment centers resulted in waves of immigration and settlement in the region. In turn, the expanding population needed ever-increasing access to transportation and housing, not to mention institutional services and infrastructure. Although expansion of the region's industrial output was seen as critical, so too was the need to create separate zones for residential, commercial, and industrial uses (prior to the codification of zoning regulations). To provide desirable residential neighborhoods and a successful, robust manufacturing center, industrial parks, warehouses, and plants were restricted and concentrated in certain areas, away from most residential tracts and suburbs. One solution was creating "industrial districts" away from residential areas. The first industrial district in Los Angeles is close to the Northern Section of the APE, just east of present-day downtown Los Angeles. The industrial district idea took hold and spread, in particular through the establishment of "industrial suburbs" such as Vernon and Commerce (both in or adjacent to the APE).

An important transportation improvement occurred in the opening years of the twentieth century with the establishment of the Los Angeles Pacific Railway (1895) and Pacific Electric Railway Line (1900). The network of the Pacific Electric Railway Line, also known as the "Big Red Cars," linked the region's emerging communities for the first time. In the opening years of the twentieth century, residents had more options and opportunities to travel and commute between residential neighborhoods, employment centers (including the APE's industrial corridor), cultural and commercial centers, and tourist destinations. The Pacific Electric Railway network in particular was "the most extensive interurban trolley system ever constructed" in the U.S. Throughout Los Angeles County and the region, the Pacific Electric was "the prime transportation force in the development of Southern California" (Caltrans, 1982).

Beginning in the 1910s, however, the introduction of the automobile diminished the importance of the Pacific Electric Railway and prompted the widespread construction of new roads and highways. The Pacific Electric Railway was slowly decommissioned in communities throughout Southern California and largely defunct by the postwar period. The importance of the streetcar, though, as well as the intersection of industry and transportation, is reflected in the advent of the "streetcar suburb" (i.e., new residential tracts made possible by the proximity to this new form of transportation). Streetcar suburbs were established

throughout the region in the early twentieth century, with several examples in or adjacent to the APE, in south and east Los Angeles and in Cudahy (Nicolaides 1999).

Manufacturers also sought to create housing near factories and plants. One example adjacent to the APE, in south-central Los Angeles, was a housing tract established by the Goodyear Tire Company, aptly named "Goodyear Gardens." The tract offered housing for the workers of the sprawling Goodyear Tire Company at Slauson and Avalon Avenues, just west of the APE. The Goodyear Tire Company provides an example of how the two themes of development most salient in the APE intersected and influenced each other: the arrival of the company illustrates the ongoing industrial expansion in south-central Los Angeles and the ongoing centrality of transportation in shaping the region's built environment.

In terms of transportation, no breakthrough influenced the built environment as dramatically and in a manner still as visible as the advent of the automobile. As public transportation use dropped and car ownership rates soared, major transportation arteries already in place were well suited to the new mode of transportation. The character of new residential subdivisions changed, as parcel sizes were narrow and deep enough to accommodate deeply set-back garages and driveways to park the cars. By 1923, Los Angeles County had an estimated 430,000 registered automobiles on record (Hise and Gish 2007).

Just as the streetcar had introduced the "streetcar suburb," the rise of the auto brought the automobile suburb. With the freedom to live further from downtown and major employment centers, countless tracts of land were subdivided and offered for sale as new residential neighborhoods. With this, automobile suburbs emerged throughout the region. Cars were used not just for business and commerce but for pleasure, for exploring the extended cultural and recreational offerings of Southern California. The rise in automobile ownership meant that emerging cities could spread out, far from employment centers and downtown commercial districts, and still attract residents.

Through the resulting construction and population boom of the 1920s, countless new tract maps were filed throughout Southern California, transforming acres of open land and agricultural fields into platted subdivisions, with parcels offered to the thousands of new settlers arriving in the region. Tracts would often include rectilinear blocks, with residential-sized parcels, and a strip of narrow commercial-sized parcels on one end, in anticipation of the need for services and goods. Neighborhoods slowly built-up in the architectural styles of the day, which included Craftsman and Revival styles. The continuing dependence on the railway line, the personal automobile, and the extensive infrastructure improvements and investment in new roads and highways, further encouraged development.

The rise of the automobile affected not only the transportation landscape, but also the industrial landscape. Automobile manufacturers and auto-related industries and services opened in the 1920s throughout Southern California. In the 1920s and 1930s, a number of auto and tire manufacturing plants were established in southeastern Los Angeles and came to be major employers for Cudahy and other nearby communities. Again, the Goodyear Tire Company in the Florence-Firestone Community provides a good example as the company became a major employer and catalyst for nearby residential settlement in the APE. By 1930, Los Angeles ranked second in the U.S. in the production of automobile tires (City of Los Angeles 2018a). Automakers with plants in and around Los Angeles included General Motors (GM), Chrysler, and Ford, among others. Numerous auto parts and materials plants opened to support these enterprises.

Beyond these shifts, the Roaring 1920s transformed the Los Angeles region. As noted above, between 1920 and 1929, the population more than doubled, expanding from 936,000 to 2,208,000. Open land and agricultural fields were slowly platted, subdivided, and sold off as dozens of new residential tracts, to meet the tremendous demand and population boom. Los Angeles became a bona fide metropolis.

Industrial expansion reflected the new needs of the region. For example, by 1928, the garment industry in Los Angeles "ranked second only to New York" (City of Los Angeles 2018a). The end of the decade brought the birth of the aviation industry—again linking transportation and industry. By 1928, the Los Angeles region was home to "43 active airfields and airports" (City of Los Angeles 2018a). With this foundation in place, the region was uniquely positioned for the defense-related manufacturing and production that arrived en masse in the early 1940s during World War II.

Two events related to industrial development helped shape the character of the built environment. The first involved a second Southern California oil boom in the early 1920s, with discoveries in Huntington Beach, Santa Fe Springs, and Long Beach. This led to a local "explosion in oil production and made the Los Angeles Basin the largest oil exporting region in the world" by the mid-1920s (City of Los Angeles 2018a). These discoveries led to the construction "of thousands of wells, scores of refineries, tank farms, and processing sites" through the industrial zones and districts of the region, including throughout the APE.

The second event involved the creation of a sprawling industrial district on the outskirts of Los Angeles, east of Vernon (and east of the APE). Created by a consortium of industrialists from Chicago, the Central Manufacturing District spanned 300 acres, bounded by the LA River to the north and east, Fruitland Avenue to the south, and Downey Avenue to the west. The area continues to reflect its history, with numerous industrial- and manufacturing-related parcels. The district was so successful that, in 1926, the City of Vernon, established as a manufacturing-oriented city, annexed the district. Part of the APE, Vernon continues to reflect its industrial roots, with a full five square miles improved with heavy industrial uses (City of Los Angeles 2018a).

5.3.5.2 1930-1945

The Great Depression signaled the end of the Roaring 1920s. Although growth slowed, the oil and automobile industries, as well as the motion picture and aviation/aeronautics industries, buoyed the economy and provided employment centers throughout the region. The establishment of the federal Works Progress Administration brought new construction and jobs, as well. In the mid-1930s, as the economic outlook went from bad to worse during the Dust Bowl crisis, the region's industrial/manufacturing base attracted thousands of new settlers. At the same time, the population boom of the 1920s had produced a severe housing shortage by the 1930s. Late in the decade, this shortage would be addressed through the new Federal Housing Administration (FHA). The programs of the FHA not only expanded rates of home ownership (described in more detail below), but also helped kick-start the construction industry by the late 1930s.

Throughout this era, aircraft manufacturers from the East Coast continued to go west, seeking "southern California's anti-labor business climate" and comparatively low-wage prices, as much as its "all-year flying weather" (Vander Meulen 1997; Scott and Mattingly 1989). In terms of industrial development, the 1930s also brought an expanded presence of

the automobile industry in the APE. In 1936, for example, Studebaker opened a plant in Los Angeles, making it the fifth major auto manufacturer to locate a factory in the region.

By 1940, in spite of the impact of the Great Depression, the industrial base of Los Angeles was well established, primarily in contained concentrations in east, central, and south Los Angeles and neighboring communities. The Los Angeles Industrial Historic District is one area in the Central City North CPA, adjacent to the Northern Section of the APE, that is significant "for its role in the industrial history and development of Los Angeles [as] the district served as the city's primary industrial district from the late-[nineteenth] century through World War II" (City of Los Angeles 2018a).

The construction chronology for the Los Angeles Industrial Historic District reflects a broader trend seen throughout the APE. According to Arc-GIS analysis of available assessor parcel data, nearly half of extant buildings in the Northern Section were constructed between 1910 and 1949 (data are not available for 32 percent of the parcels, so the actual number is likely higher). Through the Southern Section, the inverse is true, with nearly half of extant parcels constructed between 1940 and 1979, with data unavailable for 35 percent of parcels. These numbers reflect the fact that, by the postwar period, the land through much of the Northern Section area was already developed, and during the postwar building boom, the Southern Section area had more open space and opportunities for new construction.

During World War II, however, both corridors experienced robust expansion, reflecting the well-established industrial base of the areas. As the U.S. joined World War II and ramped up war-related manufacturing and production, available industrial plants shifted to wartime production, adapting to produce military-related equipment and supplies. Throughout the region, aircraft and shipbuilding concerns "expanded rapidly, producing new types of fighters and bombers, missiles, and tanks. At its high point, nearly 90,000 workers were employed simultaneously at the various shipbuilding yards at the Port of Los Angeles" (City of Los Angeles 2018a).

The sector with the most rapid growth during World War II was the aviation/aerospace industry. Between 1942 and 1944, for example, the total investment in "new plants and expansions of existing plants in Los Angeles County totaled more than $303 million ($2 billion in 2009 dollars)" (City of Los Angeles 2018a). Transportation again proved critical in the successful expansion of the aviation/aerospace industry, as postwar production kept up the wartime pace, "spreading out in all directions along train lines," and with a particular concentration of new plants in the San Fernando Valley. (Construction of new freeways, in particular in the postwar period, helped facilitate the postwar transformation of the San Fernando Valley, with industrial expansion focused on land adjacent to the Southern Pacific railway alignment.)

In addition to defense-related manufacturing and industry, World War II prompted the establishment and expansion of military installations and bases throughout the region. These are described in more detail below, in the descriptions of the cities and communities of the APE.

In terms of population growth, during the Great Depression and prior to World War II, expansion continued but slowed to a degree, expanding by a mere half million between 1930 and 1940. But defense-related industrial expansion during World War II and the emergence of an expansive aeronautics and aerospace industry in Southern California contributed to another population boom in the immediate postwar years. Between 1940 and 1950, the population of Los Angeles County added more than 1.4 million new residents.

5.3.5.3 New Deal Housing Programs

During the Great Depression, a New Deal program helped increase new residential construction as well as levels of home ownership. Established through the National Housing Act in 1934, the FHA offered long-term, low interest home mortgages that were within the reach of the average American family. The FHA also developed designs for the ideal home and for the neighborhood itself. The so-called Minimum House, also referred to as the "Minimal Traditional" style, presented a minimum threshold, in terms of square footage, plan, program, and amenities, that would be approved and funded through the FHA. The resulting residential construction boom in Southern California was significant enough that it had helped the construction industry recover by the late 1930s. With GIs returning from World War II, FHA funding programs accelerated in the postwar years.

5.3.5.4 Postwar Period

By the postwar period, the transformation of Los Angeles County from its place in the nineteenth century as "'Queen of the Cow Counties' to the epicenter of the Aerospace Industry" was complete (City of Los Angeles 2018a). The postwar period brought a wide-ranging, sustained boom in all sectors throughout the county and region. The housing shortage of the Great Depression reached the crisis point in the postwar period, and builders and contractors struggled to keep pace. With this construction boom came the further suburbanization of the region, including areas of the APE, in particular in the Southern Section. In the Northern Section, levels of residential zoning are relatively lower, with only 14 percent of the total parcels being situated in residential zones. In contrast, the largest share of parcels is zoned for industrial (291 or 46 percent) or commercial (161 or 25 percent) use. In the Southern Section, again these numbers are roughly inverse, with the largest share consisting of residential (221 or 41 percent) and industrial (115 or 21 percent) zones. This difference reflects postwar residential expansion through the new communities in the vicinity of the Southern Section.

As in other eras, expansion in one area triggered expansion in others; in Los Angeles, for example, "manufacturing flourished due to the city's own local demand for housing and household goods. The greater Los Angeles area became a national hub for several key industries, including petroleum, steel, automotive, entertainment, aviation, and garment manufacturing" (City of Los Angeles 2018a). Aircraft manufacturing became a significant magnet for new residents and workers, drawn to the region by this expanding sector.

This rapid expansion of industrial concerns and output throughout Southern California transformed the urban environment: "The dynamic changes in industrial production and building technology that happened within less than a century's time created an equally dynamic landscape of factories, foundries, industrial plants, and freight infrastructure" (City of Los Angeles 2018a). Through the extended corridor of the APE, much of this fabric remains intact.

In the postwar period, industrial growth through the APE flourished because of the proximity to adjacent residential areas and because of extensive investment in transportation improvements. Postwar highway construction remade communities throughout the APE, region, and state (in many cases for the worse, as whole blocks were seized through eminent domain, demolished, and paved over for new freeways). One such highway project (though there are numerous examples) included the construction of Hollywood Freeway, linking the San Fernando Valley to Los Angeles by means of a modern, multi-lane highway. Residential

areas continued to emerge, in part due to the still-expanding population and in part due to transportation advancements, primarily through new roads and highway corridors, which made it possible to live ever-further from the workplace.

Although the APE still has numerous industrial-zoned parcels, the manufacturing sector itself entered a gradual decline in the region during the late 1960s and into the 1970s. These changes were due in large part to rising fuel and land prices and a growing trade deficit with foreign manufacturers and suppliers (City of Los Angeles 2018a). In addition, the robust oil production that had buoyed the region's economy in the early twentieth century was in decline. A trend toward industrial decentralization was cemented in the 1960s and 1970s, with the construction of a modern, reliable, interstate highway system. With this new cross-country network, producers could (and did) increasingly rely on truck transport, allowing them to establish operations further from the city limits, employees, and customers (City of Los Angeles 2018a).

With these changes in motion, the built environment through the APE entered a new era, with declining industrial production and increased decentralization. At the same time, the themes of transportation and industrial development continue to stand out as the most important, unifying patterns of development. As of 2018, these themes continue to be reflected in the built environment through the APE corridor, as seen from the founding years through the present.

5.3.6 City of Los Angeles

Los Angeles was founded by a group of settlers from the nearby Mission San Gabriel in 1781 and came under Mexican control in 1821, after Mexico won its independence from Spain. The pueblo of Los Angeles had a population of 141 people at the time of its first census in 1841 (LA Tourism and Convention Board, 2017). In February 1850, just two years after the close of the Mexican-American War, the County of Los Angeles was established one of California's original 27 counties. The City of Los Angeles incorporated on April 4, 1850.

While many of the area's large Spanish- and Mexican-era ranchos remained intact after the U.S. took possession of California, the cattle industry that supported them faced serious obstacles in the years following California's admission to the Union. A severe drought in the 1860s resulted in the decimation of livestock herds, not to mention losses of income and increased debt for land owners. Boundary disputes generated by the influx of new settlers to the region also played a factor in the dissolution of large-scale rancho tracts, many of which had been purchased or otherwise acquired by Americans. Most of rancho lands were subdivided into agricultural parcels or town sites in the 1860s and after (Dumke 1944). Even so, many ranchers recovered from the drought, and ranching resumed an important role in the economy of the city and region. Cattle-raising was particularly important in Los Angeles, then the state's primary dairy farming center (Rolle 2003). By 1876, Los Angeles County had a population of 30,000 persons (Dumke 1944).

Los Angeles' connection to the transcontinental railroad in 1876 sparked the city's rapid transformation from a regional agricultural center to a commercial and industrial powerhouse. After some success in the 1870s, the local cattle and dairy industries declined seriously in the last decades of the nineteenth century. Improvements in long-distance refrigerated rail shipping and the introduction of the navel orange to the state allowed an ascendant Southern California citrus industry to fill some of the economic vacuum. Los Angeles was transformed into a regional business center with a significant citriculture

(Caughey and Caughey 1977). The expansion of railroad and port facilities in the region also contributed to a real estate boom in the 1880s (Caughey and Caughey 1977, Dumke 1944). By the 1880s, two transcontinental rail operators—Southern Pacific and the Atchison, Topeka & Santa Fe Company—had opened depots, railyards, and warehouses along Alameda Street, east of downtown. Access to the cross-county lines ended the city's relative isolation and initiated mutually reinforcing booms in population expansion and industrial development.

As manufacturing and food processing plants emerged east new neighborhoods developed in the Central City region. Residential development in the Central City was mostly reserved for affluent whites, with residents of color excluded through both unofficial and official housing practices. As a result, a number of working-class and ethnic enclaves developed in other sections of the city, including Chinese-, African- and Mexican-American neighborhoods near the old plaza.

Between 1890 and 1900, in spite of the economic decline of the 1890s, Los Angeles's population doubled from 50,000 to over 102,000 (City of Los Angeles 2016a). This expansion helped transform downtown Los Angeles into a vibrant central business district. As commercial offices, retailers, and light manufacturing plants increasingly located there, downtown Los Angeles began to grow upward, a trend that was perhaps best represented by the 1904 completion of the twelve-story Continental Building. Many city leaders feared of the prospective "Manhattanization" of the central business district, fearing a dense and congested cityscape would damage Los Angeles's reputation as a retreat from the apparent social ills that plagued Eastern cities. In 1905, the Los Angeles City Council responded by adopting a building ordinance that capped heights at 150 feet, putting Los Angeles on a path toward dispersed development. The height ordinance remained on the books until 1957 (Survey LA 2016a, Hebert 1985).

City leaders began working on securing a reliable water supply to sustain the rapidly growing population. By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and William Mulholland, an Irish immigrant, was instrumental in planning and completing the construction of a 240-mile long aqueduct that transported water to Los Angeles. This allowed further expansion out of the city's core during the early decades of the twentieth century and prompted numerous smaller, neighboring cities to choose annexation, to share in the new reliable water supply.

These years also introduced the automobile, which changed the character of Los Angeles. The Northern Section of the APE, adjacent to Los Angeles's original business district, provides one example of how shifting modes of transportation affected the built environment and catalyzed expansion. For the original business district, centered at Second and Spring Streets, the rise of the automobile was so rapid and widespread that the district quickly became the site of daily traffic jams and congestion. As of 1920, approximately 75 percent of Los Angeles's commercial and professional activity was carried out in this compact, densely improved business district (Fogelson 1967). Traffic problems had become so severe that the Los Angeles City Council adopted measures restricting on-street parking in an attempt to reduce congestion and promote the use of street cars. However, congestion and parking restrictions in the central business district eventually helped marginalize downtown and decentralized the commercial core (Longstreth 1997). Companies left downtown to newly emerging and developing areas, such as Hollywood and Wilshire Boulevard's "Miracle Mile," and the primacy of downtown faltered. These push-and-pull factors related to transportation

affected communities throughout Los Angeles, in particular through the APE corridor, which saw widespread expansion and new construction during the 1920s.

By the first decade of the twentieth century, local leaders, including the Los Angeles City Council and the Chamber of Commerce, promoted industrial development as a major basis of the city's growth. Early on, homegrown sectors, such as oil, film, and tourism boomed, undergirding a period of rapid population expansion. In turn, the city's well-developed industrial infrastructure and the rapid growth of the Southern California market convinced several of major eastern manufacturers—especially automobile, rubber, and aircraft producers—to build branch factories in and around Los Angeles (Nicolaides 1999, Fogelson 1967). By 1937, the dollar value of Los Angeles's industrial output ranked fifth among U.S. cities (Verge 1994).

African-Americans first arrived in Los Angeles in significant numbers during the Great Migration of the 1920s. Transplants from the American South, this wave of black settlers faced a segregated housing market—as shaped by restrictive covenants and discriminatory housing practices—and tended to concentrate in southeastern Los Angeles along the Central Avenue corridor. Important commercial institutions grew alongside the emerging community. The area supported a thriving black middle class as late as the late 1940s. After the U.S. Supreme Court's 1948 *Shelley v. Kramer* decision determined restrictive covenants unenforceable, many middle-class families moved to more affluent neighborhoods (City of Los Angeles 2012).

The Great Depression years slowed local industry and subdivision, though Los Angeles fared better than many other U.S. cities through the 1930s (Fogelson 1967). Even so, as noted above, businesses began leaving downtown for emerging, peripheral neighborhoods—notably the Miracle Mile shopping district. Such new commercial concentrations and corridors could offer space and ample parking in newly developed land outside the Central City, qualities that were emphasized in advertisements. This decline worsened with the ongoing flight out of downtown's historic residential areas by affluent Angelenos. The once-posh Bunker Hill was a particularly glaring example of phenomenon. By the 1930s, many of neighborhood's turn-of-the-century mansions were deteriorating and had been converted to apartments and boardinghouses. City officials weighed razing the neighborhood as a means of containing what they considered to be blighted conditions (City of Los Angeles 2016a).

Meanwhile, in the south- and south-central areas of the city, the early establishment of the city's manufacturing economy continued to influence the character of existing and emerging neighborhoods. One example of this development pattern within the APE is an area of south Los Angeles, bounded by Washington Boulevard (north), Long Beach Boulevard (east), Slauson Avenue (south), and Main Street (west). In 1939, this area was surveyed by the Home Owners Loan Corporation (HOLC). At the time, surveyors observed that the neighborhood was 90 percent improved, a density reflecting the area's high degree of early settlement. Most of the buildings were estimated to have been constructed in the early 1900s. However, HOLC surveyors noted that "encroachment of industry" was a "threat" to the stability of the neighborhood as a residential enclave (HOLC 1939a). As with other areas with an industrial base, the neighborhood exhibited land uses that were heterogeneous, with improvements largely consisting of "single-family dwellings."

A few years later, in 1941, World War II brought significant economic and population growth to the region. The development of the Los Angeles Basin's industrial base, coupled with well-developed maritime facilities at the ports of Los Angeles and Long Beach made the region an

advantageous site for war production facilities. The city's advantages were buttressed by the recent completion the Hoover Dam and Colorado River Aqueduct, which contributed to the vast quantities of electricity and power that proved necessary for wartime industrial and population expansion. By the late 1930s, the Los Angeles area was already the national leader in aircraft production, thanks to a flood of foreign defense contracts that arrived with the onset of World War II in Europe (Verge 1994). In addition, the onset of war revived a moribund naval shipbuilding sector. Shipyards at San Pedro Bay were put to use in building an expanded Pacific Fleet. The lure of war production reshaped the city's population and the composition of its industrial workforce. As was the case in many locations outside Los Angeles, a combination of political activism and acute labor shortages allowed African American and women workers to acquire well-paid factory and shipyard jobs long treated as the exclusive province of white men (Verge 1994).

Like many American cities in the postwar era, Los Angeles faced the dual challenge of rapid suburban expansion and continued downtown decline. The city received a large influx of GIs and other migrants after the war's end. The postwar Baby Boom contributed further to the city's growth spurt, pushing the population to 1.9 million by the end of the 1950s. For some neighborhoods, in particular outside of the city core, federal subsidies and the GI Bill program catalyzed the construction of vast tracts of suburban residential communities. The most significant transformation occurred in the San Fernando Valley in the 1950s and 1960s. New shopping centers were developed in outlying areas to accommodate mobile suburbanites, competing directly with older commercial districts in and near downtown Los Angeles. The flight of commercial and residential tenants hastened the decline of the central city.

In 1957, the Los Angeles City Council repealed the 1950 height ordinance, clearing the way for a modern, high-rise skyline. In the 1950s, a push for redevelopment in Bunker Hill resulted in a finding that 82 percent of the area's building stock was in "substandard" condition. Plans were made for the wholesale demolition and redevelopment of the neighborhood. In the 1960s, the neighborhood's once-grand mansions were razed, making way for the construction of high-rise office towers. Four new freeways were constructed downtown—US 101, I- 5 and I-10, and State Route (SR) 110—built as conduits for suburban residents who worked in the Central City (City of Los Angeles 2016a).

During the late twentieth century, much of the industrial area east of downtown underwent a major reorganization as the city's Arts District. Through much of the mid-twentieth century, industrial development in Los Angeles had been dominated by auto assemblies, furniture manufacturers, chemical processors, and trucking facilities. Global economic changes sapped the profitability of many stateside industrial outfits and led to a number of factory closures in Los Angeles. Elsewhere in the city, relatively higher-rent areas, such as Venice and Hollywood, saw housing costs soar, forcing out established residents, many of them artists. In the 1970s, artists began renting spaces in the growing number of vacant industrial buildings located east of Main Street. Home to *avant garde* movements, including the Young Turks, the art galleries and studio spaces established in the industrial district initially ran afoul of City zoning laws. The local government eventually embraced such arrangements, however, and in the 1980s and 1990s implemented programs that promoted live-work spaces, officially designated the area as the Arts District (City of Los Angeles 2016b).

Urban revitalization campaigns were carried out in several sections of the city's historic core in recent years, helping to reverse the mid-twentieth-century flight of middle- and upper-class residents to the suburbs. A number of cultural institutions opened downtown in the first two decades of the

twenty-first century, including the Walt Disney Concert Hall and the Broad Museum. Meanwhile, the return of new residents to Central City and the City's adoption of the 1999 Adaptive Reuse Ordinance fueled the continued conversion of vacant industrial buildings into live-work units. Public and private investment helped to make areas such as South Park and the Broadway corridor attractive to commercial and residential developers. Amid these efforts, Los Angeles witnessed urban professionals' eager return to the historic core (City of Los Angeles 2016a).

5.3.7 City of Vernon

The City of Vernon is located in what was once part of the Spanish-era Rancho San Antonio, a nearly 30,000-acre tract granted to Don Antonio Maria Lugo in 1810. The vast rancho originally included portions of the modern-day cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Huntington Park, Lynwood, Montebello, Monterey Park, South Gate, and an unincorporated area of East Los Angeles (Kyle 2002).

In the late nineteenth century, farms and hog ranches dominated the economy of what would soon become Vernon. The City of Los Angeles also utilized the area as a dumping ground conveniently located outside of its city limits (Nordin 2017).

The City of Vernon was founded by local landowners Tom and J.J. Furlong, and John B. Leonis. In 1896, Leonis arrived in the area, after leaving the Basque country of Southern France (Hessel 2007). Adopting the name Vernon for their new community, Leonis and the Furlongs planned to build the area into a manufacturing-focused city, capitalizing on its proximity to the nearby railroad lines and away from residential centers. In addition, Leonis orchestrated the construction a baseball stadium, a boxing auditorium, and "the world's longest bar," amenities used to enhance the city's appeal to industries looking to relocate (Hessel 2007). Under the leadership of Leonis and the Furlongs, Vernon incorporated in late 1905 (Nordin 2017, California State University Long Beach n.d.).

In the early twentieth century, government officials designated several areas of southeastern Los Angeles located along rail lines and the LA River, including Vernon, as reserves for future industrial zones. While this plan initially aimed to manage the impact to adjacent communities of local industries, such as meatpacking and oil production, by the 1920s it also governed the siting of the growing number of branch factories eastern manufacturers established in Los Angeles. The plan seemed to suit Leonis's vision of Vernon as an industry-oriented municipality. Studebaker opened an assembly plant in the city in 1936, making it the fifth major auto manufacturer to locate a factory in the greater Los Angeles area (Pacific Coast Architecture Database 2015, Baker 1991). Alcoa, Inc. and the glassmaker Owens-Illinois also opened plants in the Vernon during the decade (Hessel 2007). The City helped to underwrite the expansion of its industrial base with the provision of cheap electricity, a feat accomplished with the establishment of Vernon's first municipal power station in 1933 (City of Vernon 2018).

Vernon's strictly industrial character is reflected in its development and population history. Located just southeast of Los Angeles, Vernon was home to approximately 750 people at the time of its incorporation. Even as the Los Angeles metropolitan area grew rapidly in the mid-twentieth century, Vernon's population shrank, dwindling to 432 in 1950, and to 228 in 1960 (Nordin 2017). Today, Vernon remains a primarily industrial community with approximately 1,800 businesses operating within its 5.2 square miles. In contrast, there were 112 residents occupying 29 housing units in 2010 (U.S. Census Bureau 2010). The city owns its own utilities, providing local businesses with inexpensive power and water rates. Industries such

as food and agriculture, apparel, steel, plastics, logistics, and home furnishings are located within the city (California State University Long Beach n.d., City of Vernon 2011-2017).

5.3.8 City of Huntington Park

The City of Huntington Park is located in the former, Spanish-era Rancho San Antonio, a nearly 30,000-acre land grant made in 1810 to Don Antonio Maria Lugo. The vast rancho originally included portions of the modern-day cities of Bell, Bell Gardens, Cudahy, Huntington Park, Lynwood, South Gate, and Vernon, as well as an unincorporated section of East Los Angeles (Kinsey, 2007; Kyle, 2002). Many of the region's ranchos were broken up in the second half of the nineteenth century. By 1901, land developers A.L. Burbank and E.V. Baker controlled a 100-acre tract of land called the Sunrise Tract, which was subdivided and renamed La Park. The following year, local leaders renamed the community Huntington Park. This move, along with a promise to grant land for a rail ROW to industrialist Henry Huntington, convinced Huntington to extend his wide-reaching Pacific Electric Railway line to the new development, thereby helping attract residents and businesses and ensure its success (City of Huntington Park 2006-2017).

Huntington Park incorporated in 1906 with a population of 526 (City of Huntington Park, 2006-2017). The city benefited from the rapid, widespread industrialization and population growth throughout the region. In addition—in an approach that presaged later zoning practices—the adjacent area of southeastern Los Angeles in particular was reserved for industrial development in the early twentieth century. Initially, these clusters, including neighboring Vernon, hosted oil refining and other local industries. Starting in the 1920s, eastern manufacturers increasingly looked to the Los Angeles area as a location for West Coast branch factories (Nicolaides 1999; Fogelson 1967). For example, the establishment of Vernon's Studebaker Assembly Plant in 1936, represented the region's emergence as a major center for auto production, a status Los Angeles retained into the 1960s (Baker 1991).

By 1920, Huntington Park had grown into a bedroom community of just over 4,500 residents (Viehe 1991). During the Roaring 1920s, the city would expand fivefold, to over 24,000 residents by 1930. Pacific Boulevard served as the city's main retail corridor than and continues to do so today.

By 1939, Huntington Park was deemed to be 65 percent developed, with a population consisting primarily of "factory workers…some laborers and Works Progress Administration (WPA) workers" (HOLC 1939a). The survey area again reflected stand-alone communities with a "highly heterogeneous" degree of zoning and land uses. The expanse of Huntington Park, Maywood, and the City of Bell was thus described in 1939:

> Conveniences are all reasonably or readily available according to location. Originally developed some 25 years ago as a workingman's residential district it has maintained this characteristic and its population is largely composed of workmen employed in the many adjacent industrial districts. Building activity has increased moderately during the past several years under the stimulus of FHA financing…Scattered throughout the district are a number of duplexes, quadruplexes, bungalow court and small apartment houses.

Through the years, the community grew increasingly diverse, as immigration to the region continued apace, with new residents drawn by a diverse industrial sector. By the early 1940s,

with the advent of World War II, immigration would continue, both international and interstate, with many new residents drawn by wartime manufacturing in the region.

In the following decades, the local manufacturing, aerospace, and defense industries declined, new residential tracts continued to spread outward, drawing residents further away (Kinsey 2007). In 2015, the population of Huntington Park was approximately 58,000 persons; approximately 97 percent of residents were of Hispanic or Latino descent in the last federal census (U.S. Census Bureau 2010b).

5.3.9 County of Los Angeles (Florence-Firestone Community)

The community of Florence-Firestone (also known as Florence-Graham) is a census-designated community in unincorporated Los Angeles County, approximately four miles south of downtown Los Angeles. The former name refers to two of the major east-west thoroughfares that cross the area. In another reflection of the importance of transportation in shaping the community, its original name refers to Southern Pacific and Pacific Electric railway stops built in the late nineteenth century along Florence and Graham Avenues (Sonksen, 2015a). Subdivisions in the early twentieth century resulted in residential development, and Florence Avenue became a major cross-town thoroughfare. Parcels fronting Florence Avenue were often reserved for commercial uses (Loyola Marymount University 2014; Los Angeles Evening Herald 1912, Los Angeles Evening Herald 1921).

Florence-Firestone's history is tied closely to that of large-scale industry in and around Los Angeles. Southern California's post-World War I population boom laid the foundation for the industrialization of the Los Angeles area during the 1920s and 1930s, when a growing West Coast market and Southern California's perceived geographical advantages led major national manufacturing firms to locate branch factories in and around the city. Meanwhile, the City of Los Angeles encouraged the dispersal of industry to outlying areas—most often near the emerging streetcar suburbs south and east of the city—in order to manage urban congestion and limit industrial pollution in densely settled areas.

Developing communities, such as the Florence-Firestone area, were also preferred because of the availability of open land, which better accommodated new manufacturing practices that required substantial horizontal space (Nicolaides 1999). In 1920, the tire manufacturer Goodyear opened a factory on Central Avenue, between Graham and Gage avenues (Sonksen 2015a). Goodyear and other nearby manufacturing and industrial operations drew workers to the area, which led to dense housing development. For example, in 1922 developers announced the 1,600-lot residential tract Goodyear Park, located along Central Avenue, just east of the tire plant (*Los Angeles Times* 1922).

By 1939, the narrow swath of the Florence-Firestone Community was deemed to be 75 percent built-up, with housing primarily consisting of four- to five-bedroom residences constructed in the 1910s (HOLC 1939b). The mix of zoning uses reflected the early industrial growth and character of this area, with land uses "ranging from single-family residential to heavy industrial" (HOLC 1939b). At the time of the HOLC survey in 1939, surveyors described a self-contained community with a range of land uses and a diverse population:

> Conveniences are all readily available. Some streets and sewers lacking, also many dead-end streets. This old area, while preponderantly [sic] residential in character, is honeycombed with industry and business, which is increasing. Population is largely composed of low income workingmen.

In the postwar years, blue-collar families filled the district's densely built collection of bungalows and smaller multi-unit residences into the postwar years. Through much of the twentieth century, the community's contingent of African American residents grew substantially, due to "red-lining" practices of the HOLC. Large manufacturing plants were mostly shuttered in the 1960s and 1970s, however, and the Florence-Firestone community experienced an economic downturn, followed by general disinvestment in the area (Sonksen, 2015). In 2010, the community was home to a population of 63,387 (U.S. Census Bureau 2010c).

5.3.10 City of Bell

The City of Bell is located in a portion of the former, Spanish-era Rancho San Antonio, a nearly 30,000-acre land grant made in 1810 to Don Antonio Maria Lugo. The vast rancho originally included portions of the modern-day cities of Bell, Bell Gardens, Cudahy, Huntington Park, Lynwood, South Gate, Vernon, and an unincorporated section of East Los Angeles (Kyle, 2002). Many of the region's ranchos were broken up in the second half of the nineteenth century. In 1876, the couple James and Susan Hollenbeck Bell acquired approximately 360 acres in the area for their family home. Portions of the land were sold to new settlers during the land boom years in the last quarter of the nineteenth century, creating a small farming community.

The Alphonzo E. Bell Corporation (named after the son of James and Susan Bell) was instrumental in developing the community, which grew steadily in the first two decades of the twentieth century. Amid the wider expansion of industry and population that took place through much of the Los Angeles area in the 1920s and 1930s, Bell experienced a rapid expansion of its population. Between 1930 and 1940, the community grew by 43 percent to reach a total of over 11,000 residents. It was one of several predominantly Anglo-American, working-class suburbs to emerge near Los Angeles's Central Manufacturing District, located immediately north of the community (Nicolaides 1999, Viehe 1991). Bell's growth coincided with a campaign for incorporation, which voters approved in 1927. The city's rapid expansion continued, as it shared in a regional construction and population boom during and after World War II (City of Bell 2012).

By 1939, the City of Bell was deemed to be 65 percent developed, with a population consisting primarily of "factory workers…some laborers and WPA workers" (HOLC 1939a). In general, the broad expanse of Huntington Park, Maywood, and the City of Bell was thus described in 1939:

> *Conveniences are all reasonably or readily available according to location. Originally developed some 25 years ago as a workingman's residential district it has maintained this characteristic and its population is largely composed of workmen employed in the many adjacent industrial districts. Building activity has increased moderately during the past several years under the stimulus of FHA financing …Scattered throughout the district are a number of duplexes, quadruplexes, bungalow court and small apartment houses.*

In 1943, the U.S. military acquired approximately 131 acres of land just north of Bell. The land was used initially as a specialized storage depot to store and distribute aircraft parts. Following the war, the land became property of the U.S. Air Force in 1947, ultimately utilized as the Cheli Air Force Station until its closure in 1961 (Valencia 1986, Military Museum 2016). City officials annexed the territory in the 1960s, even though, as federal land, it was not subject to local taxation or open to private development. In 1978, federal authorities put up for sale 92 acres of the under-utilized government land. Under the city's industrial

redevelopment plan, the rechristened Cheli Industrial Area was developed by private industry in the 1980s (Valencia 1986).

Today, the City of Bell occupies 2.81 square miles divided into two districts, the Central City and the Cheli Industrial Area. The Central City district lies just south and west of the LA River and is primarily residential and commercial in character. The Cheli Industrial Area is located to the north and is part of a larger warehouse and manufacturing area (City of Bell 1996, Military Museum 2016). As of the 2010 federal census, the population of Bell was just over 35,000 (U.S. Census Bureau 2010d).

5.3.11 City of Cudahy

The City of Cudahy, only 1.23 square miles in size, was once part of the nearly 30,000-acre Spanish-era Rancho San Antonio. Spanish colonial authorities granted the rancho to Don Antonio Maria Lugo in 1810. The rancho's lands also comprised portions of the present cities of Bell, Bell Gardens, Huntington Park, Lynwood, South Gate, and Vernon, as well as an unincorporated section of East Los Angeles (Kyle 2002).

In 1908, Michael Cudahy, a Midwestern meatpacker who founded the Cudahy Packing Company, acquired 2,777 acres of the rancho land. In a tract he dubbed "Cudahy Acres," he began selling one-acre lots. Measuring 100 feet wide by 395 feet long, the over-sized lots were intended to offer plentiful space to plant gardens and keep such livestock as chicken and horses. The lots proved attractive to new arrivals coming from the Midwest and the South during the 1910s and 1920s (Quinones 2007).

During the 1920s and 1930s, the strength of the oil and film industries, as well as a population boom, laid the foundation for the region's emergence as a major manufacturing center (Fogelson 1967). A growing West Coast market and Southern California's perceived geographical advantages led several eastern manufacturers to open branch factories in and around Los Angeles during the interwar years. Several industrial clusters formed in new streetcar suburbs south and east of downtown Los Angeles, including Cudahy (Nicolaides 1999). In the 1920s and 1930s, a number of auto and tire manufacturing plants were established in southeastern Los Angeles and came to be major employers for Cudahy and other nearby communities. Cudahy was not included in the HOLC surveys conducted in the 1930s.

After World War II, Cudahy cemented its status as a predominantly Anglo-American, working-class suburb. Workers were drawn to the community because of the availability of well-paid industrial jobs. Cudahy voters voted for incorporation in 1960. As the city's population increased after the war, many property owners subdivided the long, narrow lots dating to Cudahy Acres' initial platting. This process contributed to the city's relatively high population density. The closure of many of the area's manufacturing plants over the second half of the twentieth century diminished the city's job base. At of turn of the twenty-first century, a large proportion of Cudahy's residents worked low-wage jobs in the service sector (Quinones 2007).

The city is densely populated and contains residential, retail, commercial, light industrial, and public uses along its main streets (Willard 1899, City of Cudahy 2016). Its population, as of the latest federal census, was approximately 23,805 people, 96% of which were of Latino descent (U.S. Census Bureau 2010e).

5.3.12 City of South Gate

The City of South Gate is located in the former, Spanish-era Rancho San Antonio, a nearly 30,000-acre land grant made to Don Antonio Maria Lugo in 1810. Lugo's tract also included portions of the land constituting the present-day cities of Bell, Bell Gardens, Cudahy, Huntington Park, Lynwood, and Vernon, in addition to an unincorporated area of East Los Angeles (Kyle 2002). The rancho was broken up in the second half of the nineteenth century and acquired by individuals outside of the Lugo family.

In 1917, a large, unimproved swath of the former Rancho San Antonio was subdivided, put up for sale, and advertised throughout Southern California as "South Gate Gardens – Gateway to the Sea." Realtor Charles B. Hooper arranged for buses to transport would-be buyers to see the subdivision. Hooper sold $25,000 worth of property on the first day of sales alone. Most of these properties were generously sized half-acre lots. By the following year, 125 houses had been built, and the community of Southgate Gardens encompassed the land bounded by Long Beach Boulevard, Otis Street, Santa Ana Street, and Independence Avenue. A business district emerged, centered on Post Street, State Street, and Victoria Avenue (City of South Gate, 2006-2017).

Southern California's post-World War I industrial and population boom laid the foundation for the region's emergence as a manufacturing center (Fogelson, 1967). Regional expansion also prompted growth in South Gate, which incorporated in 1923 (County of Los Angeles Public Library, 2018a and 2018b). A growing West Coast market and national manufacturing base took root in and around the city during the interwar years (Fogelson, 1967). Among the firms to establish plants near South Gate were the Firestone Tire and Rubber Company in the 1920s and GM by 1936. GM alone eventually employed 4,000 locally. By 1940, South Gate boasted more than 35 factories manufacturing chemicals, furniture, roofing, machinery, and other products.

In 1940, South Gate's population numbered nearly 27,000, an expansion of nearly 40 percent in just one decade. The city's civic center was developed in the 1930s and 1940s on California Avenue between Firestone and Ardmore boulevards. A branch library and a new city hall were among the institutions located there. The city fared well through the early 1940s, with the rapid expansion of wartime industries and manufacturing. In this way, South Gate shared in region's wartime and postwar population and building boom (County of Los Angeles Public Library, 2018a and 2018b).

By the end of the twentieth century, however, South Gate's industrial base was seriously diminished. The union manufacturing jobs that had anchored the working-class community began to evaporate, as American manufacturers relocated factories to cut costs. Firestone shuttered its South Gate factory in 1980, and GM closed the South Gate Assembly in 1982 (University of California, 2018; Baker, 1991). As of the 2010 federal census, the population of South Gate was 94,396 (U.S. Census Bureau 2010f).

5.3.13 City of Downey

The City of Downey falls within the former, Spanish-era Rancho Santa Gertrudes. This rancho consisted of a 17,000-acre parcel, carved out of a larger rancho granted to Jose Manuel Nieto in 1784. One of Nieto's heirs, Antonio Maria Nieto, received the Rancho Santa Gertrudes portion. Antonio's widow, Josefa Cota de Nieto, later inherited the land, which was eventually sold to her nephew by marriage, Lemuel Carpenter.

Many of the region's ranchos were broken up during the initial period of the American settlement of California in the second half of the nineteenth century. After Carpenter's death, John G. Downey, a one-time governor of California, acquired the property and had the land surveyed for its eventual subdivision. By 1865 the sale of the land had begun (Kyle, 2002; Greenwood and Musmann, 1981). In 1873, Downey and his associates produced a map depicting a 96-acre tract platted for 16 city blocks, in addition to a 10-acre reserve for a railroad station. The Southern Pacific Railroad Depot, reputed to be the finest terminal outside the City of Los Angeles, was completed in 1888 as a stop on Southern Pacific's Anaheim line (City of Downey, 2018; Nelson, 1959). The railroad's arrival helped to spur settlement in Downey and the development of the commercial nucleus of the community's historic downtown area (City of Downey, 2018).

The land supported poultry raising and the farming of various crops, of which citrus proved particularly valuable. By the early twentieth century, the community of Downey had become the center for business and social life among nearby communities. Around the turn of the century, Downey absorbed two of these communities, Gallatin and College Settlement. The town flourished in early twentieth century, and although it was affected by the depression, local agriculture helped to buoy Downey's economy (City of Downey, 2018).

Much of Downey's growth from the 1930s through the postwar years is attributable to the rise of the aircraft manufacturing. By the 1930s, Southern California's complement of homegrown aircraft manufacturers had been augmented by the relocation to the region by eastern firms seeking "southern California's anti-labor business climate" and comparatively low-wage prices, as much as its "all-year flying weather" (Vander Meulen, 1997; Scott and Mattingly, 1989). In 1936, the Vultee Aircraft Company established its Downey facility at the site of an existing airstrip. The firm's fortunes rose at the onset of World War II. During the war, Vultee (renamed Consolidated following a 1943 merger) built a significant portion of the allied air fleet (Scott and Mattingly, 1989; Sonksen, 2015b). After a handful of subsequent mergers and corporate name changes the Downey plant was operated by Rockwell International (Sonksen, 2015b).

According to HOLC survey data, by 1939, Downey was approximately 75 percent improved, with a "spotted and uneven" building stock "literally built among the citrus orchards" (HOLC, 1 May 1939a). Most housing consisted of 5-room homes constructed in the 1910s, though surveyors opined that "architectural designs lack harmony." Nevertheless, surveyors also noted the "readily available" presence of "conveniences, including interurban transportation to Los Angeles" as well as numerous "dairy and poultry farms" just outside the city center.

In the postwar period, the city continued to prosper and expand. As elsewhere throughout the region, Downey's agricultural character gradually gave way to increasing urbanization. Faced with the postwar housing crisis and ever-increasing demand, developers built new suburban tracts and light industrial complexes in Downey.

After the city's population grew exponentially between 1940 and 1960, the community ultimately voted for incorporation in 1956. The city's continued growth following the war owed much to the development of the regional aerospace industry. As noted previously, Southern California became a major nexus for aerospace development and production in the postwar era. Locally, a major electronics and aerospace firm, Rockwell International, remained an important employment center for residents. Its Downey plant employed over

30,000 people during the 1960s. Among the plant's projects was the Apollo space program (City of Downey, 2018; Sonksen, 2015b).

In the late twentieth century, Downey faced challenges related to changing patterns of urban and industrial development. Downey's rapid transformation into a dispersed suburban community led to the decline of its historic downtown. City officials attempted to reverse this decline with such redevelopment projects as the Downey Theater and the Civic Center Complex, completed in 1971 and 1984, respectively. Downey also faced the aerospace industry's decline during the 1980s and 1990s. Significantly, Rockwell International's downsized its workforce from a peak of over 30,000 employees to less than 5,000 by 1992. Subsequently revitalization efforts were undertaken to improve the downtown area (City of Downey, 2018; Sonksen, 2015b). At the time of the 2010 federal census, the population of Downey was just over 111,000 (U.S. Census Bureau 2010g).

5.3.14 City of Paramount

The City of Paramount developed near the intersection of Mexican-era ranchos San Antonio, Santa Gertrudes, and Los Cerritos. Much of the region's rancho lands were broken up in the second half of the nineteenth century, acquired by Anglo settlers, and were subdivided for settlements and townsites. Until the late 1940s, the area comprising the present-day city was home to the communities of Hynes and Clearwater. Together they comprised a 5-square-mile agricultural center known for its hay market and dairy farms. In its early twentieth-century heyday, the area was home to approximately 25,000 cows, and did $1 million worth of business in one month. By the 1920s, Hynes was home to a large contingent of Portuguese immigrant farm workers (Hynes D.E.S., Hall 2018). During the 1930s, the town reputedly had the largest hay market in the world (Pitchie, 1956; City of Paramount, 2007; 2017).

By the late 1930s, Paramount was characterized as "the center of a rich agricultural district," with built improvements consisting primarily of "small cottages". Residents were said to consist of "local business and professional men, oil field workers, dairymen, farm laborers" (HOLC, 1 May 1939b).

Although the Hynes/Clearwater area retained much of its agricultural character into the mid-twentieth century, the area developed as one of the many "farm-fringe streetcar suburbs" dotting the southeastern Los Angeles area. Prosperity in the farm sector and an influx of working-class homeowners fueled the establishment such commercial amenities as grocery stores, banks, pharmacies, and restaurants within the historic business district, centered on Paramount Boulevard (Nicolaides, 1999; Pitchie, 1956; City of Paramount, 2007; City of Paramount, 2017).

In the years following the war, the postwar Baby Boom and the extension of federal subsidies to homeowners shaped the expansion of suburban communities across Southern California. In these years, Hynes and Clearwater continued to grow and forged a single civic identity. In 1948, the U.S. Postmaster General ordered the consolidation of the Hynes and Clearwater postal districts. The name Paramount was chosen as a reference to the main street around which the community had coalesced. By 1956, several local residents had launched a campaign for corporate cityhood under the banner "Save Paramount for Paramount." One of a growing number of Los Angeles County cityhood drives, the campaign reflected local concerns that Bellflower and other neighboring communities would annex areas claimed unofficially as parts of Paramount. Local leaders filed an incorporation petition in September 1956 and voted overwhelmingly in January of the following year to become a city of

approximately 27,500 residents (*Los Angeles Times,* 1956; 1957). A *Los Angeles Times* article reporting the event noted that, despite steady urbanization, there still remained "several small farms and dairies" (*Los Angeles Times,* 1957).

On the whole, postwar regional suburbanization was not the boon to Paramount that it seemed to be for other area communities. In the 1960s and 1970s, the dairies left the area for more rural areas, taking some of the workforce with them. Paramount lost residents and merchants to nearby cities that developed new suburbs and shopping districts. Crop fields and feedlots yielded to industrial uses, such as auto repair and wreckage yards and construction-related businesses. Limited urban planning and lax code enforcement reinforced this pattern of disinvestment. Many downtown businesses also relocated or closed (City of Paramount, 2007; City of Paramount, 2017). The city undertook redevelopment efforts to improve their downtown, resulting in three of the old city blocks being demolished in a single project.

By the mid-1980s new commercial centers had opened and during the next decade retail sales dramatically increased (City of Paramount, 2007; City of Paramount, 2017). The Paramount City Council renamed a two-mile segment of Compton Boulevard as Somerset Boulevard on the premise that a continued symbolic association with the neighboring City of Compton would hinder Paramount's revitalization program (Sides, 2004). In spite of this, Paramount continued to grow into a diverse, urban community. At the time of the 2010 federal census, the city had a population of just over 54,000 people (U.S. Census Bureau 2010h).

5.3.15 City of Bellflower

The land on which the City of Bellflower is currently located may be traced back to a 1784 Spanish-issued land grant to Spanish soldier Manuel Nieto. Nieto primarily used his rancho, which consisted of all of the land between the Los Angeles and the San Gabriel Rivers, for cattle grazing. Following Mexican independence in 1821, Governor Jose Figueroa divided the rancho and distributed the land to five of Nieto's heirs. The land remained in use as pasture during the California cattle boom mid- to late nineteenth century. By the 1880s, an agricultural community named New River Colony was established along the banks of the San Gabriel River, within present-day Bellflower (City of Bellflower 2018).

Land developer F.E. Woodruff subdivided a large portion of the one-thousand-acre Somerset Ranch in 1906. Woodruff envisioned the community as a workers' suburb located among what one historian describes as a then-emerging chain of "farm-fringe streetcar suburbs" in southeastern Los Angeles County. The Pacific Electric Railway, completed in 1905, offered the town's commuters convenient access to Los Angeles. In the initial subdivision of the community, then named Somerset, many residential plots were drawn narrow and long, in order to allow residents the space necessary for small-scale agriculture. In the years prior to World War II, many of the town's working-class residents planted gardens and raised livestock on their otherwise residential properties (Nicolaides 1999). A population boom took place between 1908 and 1912, when Bellflower's population increased from 100 to 1200. Bellflower's growing population eventually led to the establishment of local civic institutions, including a post office in 1909 and a four-room school in 1910. The community was renamed Bellflower in 1909 (City of Bellflower, 2018). In 1923, the *Los Angeles Times* reported the town's population was approximately 4,000 (*Los Angeles Times,* 1923). By 1930, a regional population boom pushed the count to 6,710 (City of Bellflower 2018).

As late as the mid-twentieth century, development in Bellflower was primarily driven by agricultural enterprise. In the area of southeastern Los Angeles County bounded by the Los Angeles and San Gabriel rivers, dairy farming proved particularly attractive, especially on parcels along the riverbanks (Waldie 2016). Rail access to Los Angeles markets added to the appeal of dairying there. The dairy industry attracted many skilled immigrants to the area.

During and immediately after World War II, Bellflower experienced meteoric population growth. In 1950, the community had grown to a population of 44,000. Housing demands led many property owners to construct apartment buildings on the narrow lots drawn under Woodruff's direction, and by one account, the community's entrenched culture of homeownership receded somewhat (City of Bellflower 2018). One product of this growth was a campaign for cityhood. The issue was first put to a vote in 1953, when voters rejected incorporation. Within three years local activists revived the cityhood campaign and secured a margin of more than two to one in favor in 1957. Following the so-called "Lakewood Plan," city officials contracted with the County of Los Angeles for many city services (City of Bellflower 2018).

Well into the twentieth century, Bellflower remained a regional center for area shoppers, serving as many as 100,000 area residents. However, the community's grip on regional commerce slipped in the 1960s and 1970s. As neighboring southeastern Los Angeles communities encouraged developers to build auto and shopping malls, Bellflower's civic leaders opted to hew to its traditional advantage, the independent and local businesses that populated its central business district. Although Bellflower's business district remained robust through the late 1960s, a period of commercial decline took rook in the following decade. The resulting decline in tax revenue contributed fiscal woes, and in the 1990s Bellflower's city government found itself nearly bankrupt. The trend reversed only after years of budget tightening and the implementation of a redevelopment plan (City of Bellflower, 2018). As of 2016, the city's population was approximately 78,000 (United State Census Bureau 2010i).

5.3.16 City of Artesia

The geographic area in which the current day City of Cerritos is located was originally part of the large tract of land granted to Manuel Nieto in 1784 by Spanish Governor Pedro Fages. In 1834, Rancho Nietos was divided into five smaller tracts of land, one of those being Rancho Los Cerritos. Prior to 1869, the land that now comprises the City of Artesia was part of one of the many ranchos then owned by Abel Stearns. A drought that struck California between 1862 and 1864 led Stearns to sell this particular rancho to be divided into farmland. By May 1873, the first subdivision of Stearns' Artesia-area ranch lands had taken place, and several families had begun living and farming there. At the onset, farming in Artesia was primarily centered on grain, grass, and livestock (Cenovich 1995a; 1995b).

In 1874, the Artesia Company—named for the abundance of naturally occurring artesian wells present in the area—purchased 550 acres of the former Rancho los Coyotes from farmer Daniel Gridley. The company soon bought another 2,400 acres from various other landholders. Company officials commissioned a land survey and the construction of a two-story schoolhouse in anticipation of incoming settlers (Cenovich 1995b). In 1875, land sales commenced, and the Artesia School District was soon established as one of the community's earliest formal civic institutions (Cenovich 1995b). In the last two decades of the nineteenth century, farming continued in Artesia and expanded to include fruits. Artesia continued to develop, with the first store opening in 1882 and the Artesia Methodist Church being established in 1876.

Los Angeles County experienced several periods of marked population growth in the late nineteenth and early twentieth centuries. The region's first boom, during the 1880s, largely skipped Artesia, due in part to its relative inaccessibility. In the late nineteenth century, the only rail service to the Artesia area was via the Southern Pacific Railroad, whose nearest stop was in Norwalk, approximately 3 miles from Artesia. In 1906, the Pacific Electric Railway began operation of the Santa Ana Line, which provided the first direct rail route out of Artesia, connecting the settlement to Los Angeles and Santa Ana. The opening of the Santa Ana line prompted community members to organize a more formal town site around the Pacific Electric terminal, located on what is now Pioneer Boulevard. The new town center included a park, a residential subdivision, a small business district, and the relocated public school (Cenovich 1995c).

The opening of the Pacific Electric's Santa Ana Line also contributed to the rise of dairy farming in and around Artesia. A daily "milk run" brought milk from area farms to the processing plant in Los Angeles. In the 1920s and 1930s, as the dairy market boomed and the need for farm laborers increased, there was a migration of Portuguese dairy farmers from the San Juaquin Valley to Los Angeles County and specifically to Artesia. In addition, many Dutch moved to the area to provide their expertise in dairy farming. Artesia remained part of an important dairying region through World War II (Waldie 2016).

Over the long-term, rail access via the Pacific Electric line helped to reshape Artesia into a "farm-fringe streetcar suburb," a phenomenon that spread over much of southeastern Los Angeles County in the first half of the twentieth century (Nicolaides 1997). Early on, the Pacific Electric connection not only offered Artesia-area farmers a more convenient way of shipping produce to market, but also allowed many residents to split their time between farming and wage labor in the city. In turn, the growing prevalence of commuting fueled further residential subdivision and the declining prevalence of farming. In the 1920s, housing tracts started to emerge in earnest in Artesia, with dairy farming confined mostly to eight-to-ten-acre farms situated along the San Gabriel River (Waldie 2016).

Following World War II, the Baby Boom and a population shift to the cities and suburbs of the U.S. Sunbelt produced massive population growth in the Los Angeles area. In the 1950s, Artesia shared in the population boom and saw the community population double to nearly 10,000 over the decade. Amid a wave of 1950s city incorporation in Los Angeles County, local activists filed for cityhood in 1958. One campaign leader explained to the *Los Angeles Times* that the drive reflected a desire "to protect the area's identity and forestall any possible annexation moves" by neighboring communities (*Los Angeles Times* 1958). Many dairy farmers opposed incorporation, arguing that incorporation would promote new residential development to the detriment of their industry. The City of Artesia was formally incorporated on May 29, 1959.

In the 1970s, until the current, Artesia became known for its concentration of businesses catering to the large Indian population of neighboring Cerritos. As of 2010, Artesia was a community of approximately 16,900 (U.S. Census Bureau, 2010j).

5.3.17 City of Cerritos

The geographic area in which the current day City of Cerritos is located was originally part of the large tract of land granted to Manuel Nieto in 1784 by Spanish Governor Pedro Fages. In 1834, Rancho Nietos was divided into five smaller tracts of land, one of those being Rancho Los Cerritos. Rancho Los Cerritos was purchased by Jonathan Temple and then sold to Flint, Bixby & Co. in 1866. Along with other holdings, Flint, Bixby & Co. co-managed Los Cerritos as a successful sheep ranch, providing wool to the market which had increased as a result of the Civil

War. By the late 1870s, the sheep industry in California was on the decline, and Flint, Bixby & Co. began to lease and sell portions of its large land holdings for development. At the same time, demand for dairy in the market was increasing and many dairies were established in the area.

The development of the Pacific Electric Railway's interurban in the first decade of the twentieth century allowed for the development of the "farm-fringe streetcar suburbs" of southeastern Los Angeles County (Nicolaides 1999). The extension of the Pacific Electric to Cerritos meant that farmers working in the area could now farm part time and commute to the Los Angeles for supplemental income. In addition, the rail line provided an efficient means shipping their products for processing and marketing in Los Angeles.

From the beginning to the mid-twentieth century, the Los Angeles area saw huge population growth, much of it in suburban communities in southeastern Los Angeles County. A wave of incorporations, especially in the 1950s, put a degree of authority over local land development in the hands of new city governments. Many local leaders and property owners in Dairy City promoted incorporation. They felt that cityhood offered a means by which Dairy Valley could protect its agricultural character by limiting growth and preventing annexation by a neighboring city. After voters approved cityhood in 1956, one of the new municipal government's first significant policies was a comprehensive zoning ordinance that required individual homes be constructed on lots zoned A2-5, or one house per five acres (Cenovich 1995d; Cenovich 1995e).

In the mid-1960s, the community began its shift from a ranching region to an urbanized bedroom community. The declining profitability of dairy farming in Dairy Valley led many residents to reconsider the city's slow-growth policy (*Los Angeles Times,* 1965). In 1965, increasing pressure to embrace conventional residential development led to a ballot measure that would relax residential zoning. The measure won by a vote of 440 to 324, allowing the rezoning of agricultural parcels for the development of new homes (Cenovich 1995d).

The first residential tract to receive city approval was Robert H. Grant and Company's Stardust Park, a subdivision that spanned parts of Dairy Valley and neighboring La Palma (*Los Angeles Times,* 1965b). A residential building boom ensued, and suburban homes quickly replaced the former dairy and chicken ranches. In 1967, as a reflection of this change, community members voted to rename their city Cerritos, in honor of the historic Rancho Cerritos. The city's building boom continued through the late 1960s and into the 1970s. By April 1968, over 2,100 new homes had been built or were under construction. That year, Cerritos' population climbed to over 4,300. Remarkably, within five years, the population had expanded nine-fold, to a total of over 40,000 residents. Construction of I-605 and SR-91 continued through the late 1960s. In the early 1970s, the Los Cerritos Center shopping mall and the Los Cerritos Industrial Park opened (Cenovich 1995e).

Since these changes, Cerritos has continued to grow in residential and commercial development. In 2010, the U.S. Census estimated the population of Cerritos at 49,000 (U.S. Census Bureau 2010k). In 2008, the community was honored as being named an All-American City with the National Civic League.

6 BACKGROUND RESEARCH RESULTS

6.1 Cultural Resources Record Search

This section describes the results of the CHRIS records searches and additional background research efforts that were conducted for this study, inclusive of efforts that occurred prior to and following the release of the Draft EIS/EIR. Copies of the CHRIS summary letters (for the first two searches; performed by the SCCIC) and summary sheets (for the third search, conducted by Rincon), as well as several tables describing the results in detail, are included in Appendix B and summarized in the following sections.

6.1.1 Previous Studies

The SCCIC records searches identified 864 previously conducted cultural resource studies within a 1-mile radius of the project footprint (records search radius). A total of 137 of the previous studies include portions of the APE (Appendix B, Table B. 1). As a result of these previous studies, approximately 20 percent of the APE has been previously inventoried for cultural resources. Most of these studies were conducted in the Northern Section of the APE, with less than 10 percent of the Southern Section of the APE subjected to previous cultural study.

6.1.2 Previous Recorded Archaeological Resources

The SCCIC records search documented 111 previously recorded archaeological resources within a 1-mile radius of the APE (Appendix B, Table B. 2). Of these resources, 105 consist of archaeological sites, with the remaining six resources composed of isolated artifacts. Most of the identified archaeological resources (96 historic sites, 5 historic isolates, and 7 multi-component sites) within the 1-mile SCCIC records search radius contain historic remains that include building foundations, privies, septic tanks, trash pits, refuse scatters, roadway remnants, abandoned railroad tracks, and utility lines. Two historic-period cemeteries, the Los Angeles Plaza Cemetery (P-19-0004218; P-19-167106)/First Cemetery Site of Los Angeles (P-19-167106) and the Los Angeles City Cemetery (P-19-0003566), have also been documented within the record search area. Finally, several segments of the now defunct zanjas, a historic water conveyance system that brought water from the LA River to the early pueblo of Los Angeles, have been recorded within the vicinity of the APE. The original water system consisted of the main ditch, the Zanja Madre, and a number of branch ditches that flowed south and southwest into the city and beyond. Although no zanjas have been identified within the direct APE, historic maps indicate that the Zanja Madre and several branch ditches transverse the 1-mile SCCIC records search radius.

Ten archaeological resources within the 1-mile SCCIC records search radius contain prehistoric materials: two prehistoric sites, seven multi-component sites, and one prehistoric isolate. Identified prehistoric remains within the records search radius consist of habitation debris, artifact scatters, burials, and isolated human bone.

The SCCIC record search indicates that nine known archaeological resources are located [redacted] (Appendix B, Table B. 2). Seven of these resources (P-19-001575, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) [redacted], with the remaining two resources [redacted] (P-19-002849 and P-19-003889). Most of these resources date to the historic period and consist of building foundations, abandoned railroad tracks, trash

concentrations, and utility lines (abandoned metal and redwood water pipelines). However, two of the archaeological resources (P-19-001575 and P-19-003889) contain both prehistoric and historic materials.

Much of P-19-001575 [redacted] and was originally recorded as a historic archaeological site consisting of artifacts, architectural remains, and other cultural features associated with the nineteenth and twentieth century Chinatown. Subsequent investigations at the site resulted in the discovery and documentation of [redacted] (Goldberg et al., 1999). P-19-001575 was determined eligible with SHPO concurrence for listing on the NRHP under Criterion D and the CRHR under Criterion 4.

P-19-003889 is a multi-component site [redacted] The site is primarily composed of a historic refuse scatter dating to the early twentieth century. The prehistoric component of the site contains a single chert core and two basalt pestles, the latter of which appear to be modern tejolotes (Game et al., 2007). Phase II testing at the site was negative for prehistoric material; historic-period refuse was identified from subsurface contexts intermixed with modern refuse to a depth of 90 centimeters (Game et al., 2007). No intact primary cultural deposits or features were identified. P-19-003889 has been previously recommended as ineligible for listing on the CRHR (Game et al., 2007). For the purposes of this study, the site is also assumed to be ineligible for listing on the NRHP; it is not considered a historical resource or a historic property.

P-19-002849 was a historic-period archaeological resource documented in 2000 during monitoring activities associated with construction of the Alameda Corridor Project (George 2000). The resource consisted of two linear segments of utility pipeline, one of which was constructed of metal with a second made of redwood located within Alameda Street. As part of its treatment, P-19-002849 was subject to detailed documentation prior to it being completely removed during construction of the Alameda Corridor Project (Livingstone et al. 2006). Given that P-19-002848 was previously removed and no longer exists, it is not considered a historical resource or a historic property for the purposes of this study. An update DPR from was prepared for the resource and is included in Appendix D.

None of the other previously identified archaeological resources located [redacted] have been formally evaluated for listing on the NRHP and/or CRHR. For the purposes of this study, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202 are all assumed eligible for listing on the NRHP and CRHR under Criterion D and 4, respectively.

6.1.3 Previously Recorded Built Environment Resources

The SCCIC records search identified 43 previously recorded built environment resources within the APE (Appendix B, Table B. 3). The majority of these resources were constructed during the first decades of the twentieth century and are located in downtown Los Angeles. Four of the identified resources are historic districts that are listed in or have been formally determined eligible for listing in the NRHP, described briefly below.

The NRHP-listed Broadway and Theater Commercial Historic District (19-166921/MRN 3-032) crosses the APE at the intersection of West 8th Street and South Broadway in downtown Los Angeles and includes four contributing properties (19-166998/MRN 3-025, 19-166888/MRN 3-026, 19-166898/MRN 3-027, 19-166869/MRN 3-028) located within the APE. The Los Angeles Union Terminal District (19-189980/MRN 5-010) also includes a number of contributing

buildings, all of which are located in the APE (19-173252, 19-173255, 19-187065, 19-187079, 19-187080, 19-189977, 19-189978, and 19-189979). Located at 7601 East Imperial Highway, the Rancho Los Amigos Medical Center Historic District is located on a large property (19-189330/MRN 19-013) encompassed by the APE. Pueblo del Rio Defense Housing Historic District (19-188179/MRN 8-013) is located along Long Beach Avenue and includes several large parcels containing multi-family housing stock.

While not identified by the SCCIC records search, additional research performed for this study indicates that in December 2019, the Century Freeway-Transitway Historic District (MRN 21-027) was determined eligible for listing in the NRHP. Additionally, after circulation of the Draft EIS/EIR, the USACE informed Metro that the agency completed NRHP evaluations for all of the channelized rivers that intersect the Project's APE (i.e., the LA River Channel, the Rio Hondo River Channel, and the San Gabriel River Channel) in 2022 finding them eligible for listing in the NRHP. In an email on April 3, 2023, the USACE informed Metro that SHPO concurred with USACE's determinations of eligibility for these rivers. As a result, the Century Freeway-Transitway Historic District (MRN 21-027), the LA River Channel (MRN 17-007), the Rio Hondo River Channel (MRN 18-017), and the San Gabriel River Channel (MRN 29-025) are included in Appendix B, Table B. 3 as previously recorded built environment resources.

Of the remaining 29 resources identified by the SCCIC, 22 were listed in, formally determined eligible for listing in, or found eligible for listing in the NRHP; one of the remaining resources is a California Historical Landmark (CHL) (19-187085) and is discussed further below. Those that remain (eight) were determined or found ineligible for listing in the NRHP or were not previously evaluated.

6.1.4 California Historical Landmarks

A portion of one CHL, the Mojave Road (CHL No. 963/19-187085), was identified within the APE. In its entirety, the Mojave Road runs roughly 300 miles through the state of California to Albuquerque, New Mexico. The portion of the Mojave Road within the APE (approximately 4.75 miles) extends along Alameda Street and Long Beach Avenue, between US Route 101 and East Slauson Avenue. Recorded in 1989, the Mojave Road was found significant as a prehistoric and early historic transportation corridor between Los Angeles and areas to the east and was in use from the prehistoric period through 1885, when railways across the desert were completed.

CHLs with designation numbers 770 and above are automatically listed in the CRHR. As CHL No. 963, the Mojave Road is listed in the CRHR and is considered a historical resource for the purposes of CEQA. Although it is considered a historical resource for the purposes of CEQA, the field surveys completed for this study and summarized in Section 7 indicate that there is no physical evidence of the resource extant along Alameda Street or Long Beach Avenue, as this area is completely urbanized. In the APE, the Mojave Road possesses no physical integrity. It was therefore not evaluated for listing in the NRHP and no further analysis of it is provided in this study.

6.1.5 Additional Historic Survey Data

In addition to the CHRIS records search, additional historic resource surveys and local inventories were reviewed to confirm if previously recorded resources are present within the APE.

6.1.5.1 SurveyLA

The APE crosses portions of the Central City, Central City North, and Southeast Los Angeles CPAs, which were surveyed as part of SurveyLA in the early-to-mid-2010s. SurveyLA methods evaluated properties constructed prior to 1980 for eligibility for listing in the NRHP, CRHR, and for local designation as Los Angeles HCMs or HPOZs, also known as historic districts. Properties that were designated in the NRHP at the time of the survey were not recorded or further studied.

A review of SurveyLA findings identified 39 properties in the APE that were identified as eligible for federal, state, and/or local designation (Appendix B, Table B. 4). These properties were found eligible both individually and/or as contributors to one of two potential SurveyLA-identified historic districts also including portions of the APE: the Los Angeles Industrial Historic District (Central City North CPA) and the Seventh Street Commercial Historic District (Central City CPA). While these districts were not formally evaluated for the purposes of this study, they are assumed eligible for NRHP, CRHR, and local designation. Five of the 39 properties identified by SurveyLA were also previously evaluated by earlier surveys. Identified by the CHRIS records search, such properties are included in Appendix B, Table B.4 and are identified with an asterisk ("*"), followed by their associated primary number.

6.1.5.2 Resources Designated in a Local Register

For the purposes of CEQA, resources eligible for or listed in the CRHR are, by definition, "historical resources." Resources included in a local register of historical resources or deemed significant (i.e., given a CHR status code 3-5 in a survey meeting the California OHP requirements) are assumed to be historically or culturally significant for purposes of CEQA.

Background research identified 14 properties within the APE that are designated in a local register of historic resources; 12 of these 14 properties were also identified by the CHRIS records search (Appendix B, Table B.5).

6.1.5.3 Caltrans Bridge Survey

A review of the Caltrans Historic Bridge Inventory identified six previously evaluated overpasses within the APE, all of which were previously evaluated and found ineligible for listing in the NRHP, CRHR and for local designation (Appendix B, Table B. 6). As described above, additional background research conducted for this study concluded that in December 2019, the Century Freeway-Transitway Historic District (MRN 21-027) was determined eligible for listing in the NRHP with freeway bridges noted as contributing elements to the district. As a result, the following bridges, which formerly had '6Z' CHR status codes applied, are now considered contributing elements to a NRHP-eligible historic district: I-105/Façade Avenue Overcrossing (Caltrans Structure No. 53 2424) I-105/Arthur Avenue Utility & POC (Caltrans Structure No. 53 2426) and I-105/Century Boulevard Underpass (Caltrans Structure No. 53 2427).

7 SURVEY RESULTS

7.1 Archaeological Survey

During the reconnaissance survey, ground visibility was relatively poor (less than 10 percent) throughout most of the direct APE due to the presence of rail track and ballast, buildings and structures, pavement, and/or landscaping. In the Northern Section, areas of exposed ground surface were limited to an approximately 50-foot (east-west) by 150-foot (north-south) area of undeveloped land (APN 5117019017) situated along the east side of Long Beach Avenue, south of East Martin Luther King Jr. Boulevard, and an approximately 0.5-mile-long section of the UPRR ROW adjacent to Randolph Avenue. Although a pedestrian survey was conducted in both of these areas, the portion of the direct APE in APN 5117019017 was surveyed from the public ROW because at the time of the survey, the archaeologist did not have a right-of-entry permit. Given the small size of area that required survey and its location adjacent to the public ROW, the archaeologist was able to thoroughly inspect this area from the sidewalks along Long Beach Avenue and East Martin Luther King Jr Boulevard. The reconnaissance survey of the Southern Section found more areas of exposed ground surface in the direct APE, most of which were within the San Pedro Subdivision ROW and PEROW. To ensure that all portions of exposed ground in the Southern Section direct APE were examined, the archaeologists conducted a pedestrian survey along the entire 11-mile-long section.

No archaeological resources were identified on the surface in the direct APE. With the exception of P-19-003889, all of the previously recorded archaeological sites (P-19-001575, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) are [redacted] Many of these sites were encountered during ground-disturbing construction activities associated with earlier projects. [redacted] A physical description and explanation of the designation status of each of the archaeological historic properties/historical resources in the APE is provided in Section 7.2.1.

7.2 Built Environment Survey

Results of the background research and built environment survey summarized in the Survey Report—Rev 1 identified 220 properties in the architectural APE that are significantly altered and no longer retain sufficient integrity to warrant consideration for NRHP or CRHR eligibility and 18 properties in the architectural APE that were previously listed in or determined eligible for listing in the NRHP and/or CRHR. The study summarized in the Survey Report—Rev 1 additionally identified 436 properties in the APE built in or prior to 1978 that were not exempted or previously listed in or determined eligible for the NRHP or CRHR and required intensive evaluation for historical significance. Of these, 36 were found eligible for listing in the NRHP and CRHR and an additional 14 properties were found ineligible for listing in the NRHP, but eligible for the CRHR and/or local designation, with the remaining 386 properties found ineligible for listing in the NRHP, CRHR, or a local register.

As previously described throughout this report, expansion of the APE occurred following circulation of the Draft EIS/EIR resulting in an increase in the number of properties in the APE. The following is a summary of the results of survey, recordation, and evaluation efforts

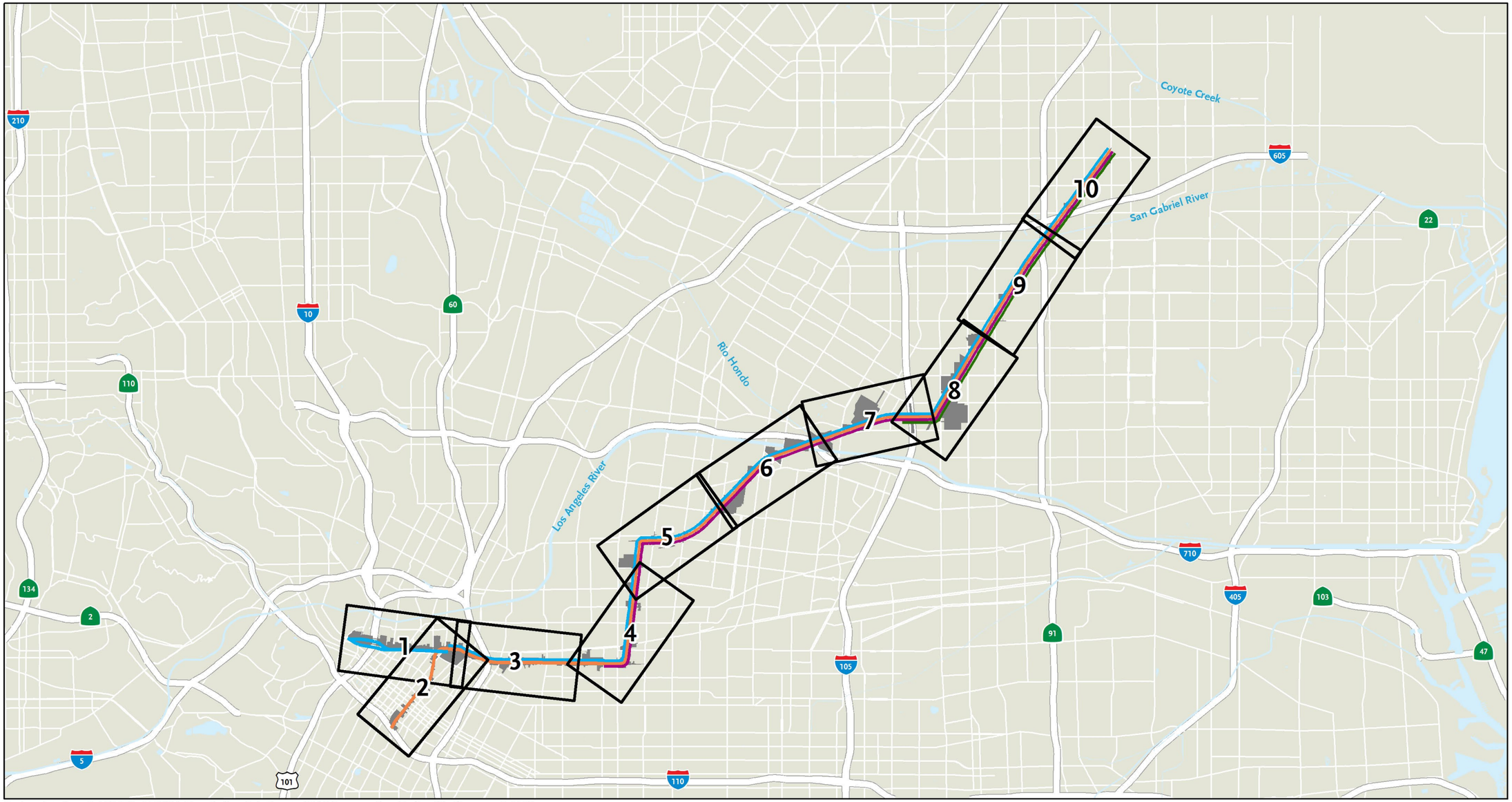
that occurred in support of the Project, inclusive of those summarized in the Survey Report—Rev 1 and encompassing those that occurred as a result of the APE's expansion following circulation of the Draft EIS/EIR.

In the architectural APE, there were 748 properties containing buildings, structures, or objects that were constructed in or prior to 1978, more than 50 years before the anticipated Project construction date of 2028. Of those, none appear to meet NRHP Criteria Consideration G for properties that have achieved significance within the last 50 years, and 257 are significantly altered and no longer retain sufficient integrity to warrant consideration for NRHP or CRHR eligibility. These parcels were photographed, and their alterations noted (Appendix H); they were not recorded on DPR forms or formally evaluated for this study. There are 70 additional properties in the APE that contained built features constructed between 1979 and 1989, none of which appear to possess potential significance. These parcels were photographed (Appendix K); they were not recorded on DPR forms or formally evaluated for this study.

The previously recorded built environment resources located within the APE were field checked during the built environment survey. Those that were previously listed in or determined eligible for listing in the NRHP and/or CRHR (21) were visited to confirm that they remain and retain integrity; they were not recorded on DPR forms or formally evaluated. Three previously recorded properties were found to no longer be extant; DPR update forms were prepared for the demolished properties to document their resulting lack of historic significance. As mentioned previously, some of the properties in the APE are contributing to potential or designated historic districts. While potential or designated historic districts were not resurveyed in entirety, the eligibility of contributors, in addition to their individual eligibility, was confirmed based on integrity.

The 470 properties in the APE built in or prior to 1978 that were not exempted in accordance with the historic resource screening methodology approved by SHPO for the Project or previously listed in or determined eligible for the NRHP or CRHR required intensive evaluation for historical significance. DPR forms were prepared for each of these properties (Appendix F). Of the properties documented and evaluated for historical significance, 39 were found eligible for listing in the NRHP and CRHR; they are considered historic properties under Section 106 of the NHPA and historical resources under CEQA. An additional 14 properties were found ineligible for listing in the NRHP, but eligible for the CRHR and/or local designation; these are only considered historical resources for the purposes of CEQA, but not historic properties under Section 106 of NHPA. The remaining 417 properties were found ineligible for listing in the NRHP, CRHR, or a local register; they are not considered historic properties under Section 106 of the NHPA or historical resources under CEQA. An overview results map is included as Figure 7-1. A summary of the properties found eligible for listing in the NRHP and/or the CRHR are presented in Section 7.2.2, in Appendix E, Table E.1, and in detail in Appendix F.

Figure 7-1. Built Environment Overview Results Map



Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

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Architectural APE

West Santa Ana Branch (WSAB) Proposed

Alternative 1: Union Station to Pioneer

Alternative 2: 7th St/Metro Center to Pioneer

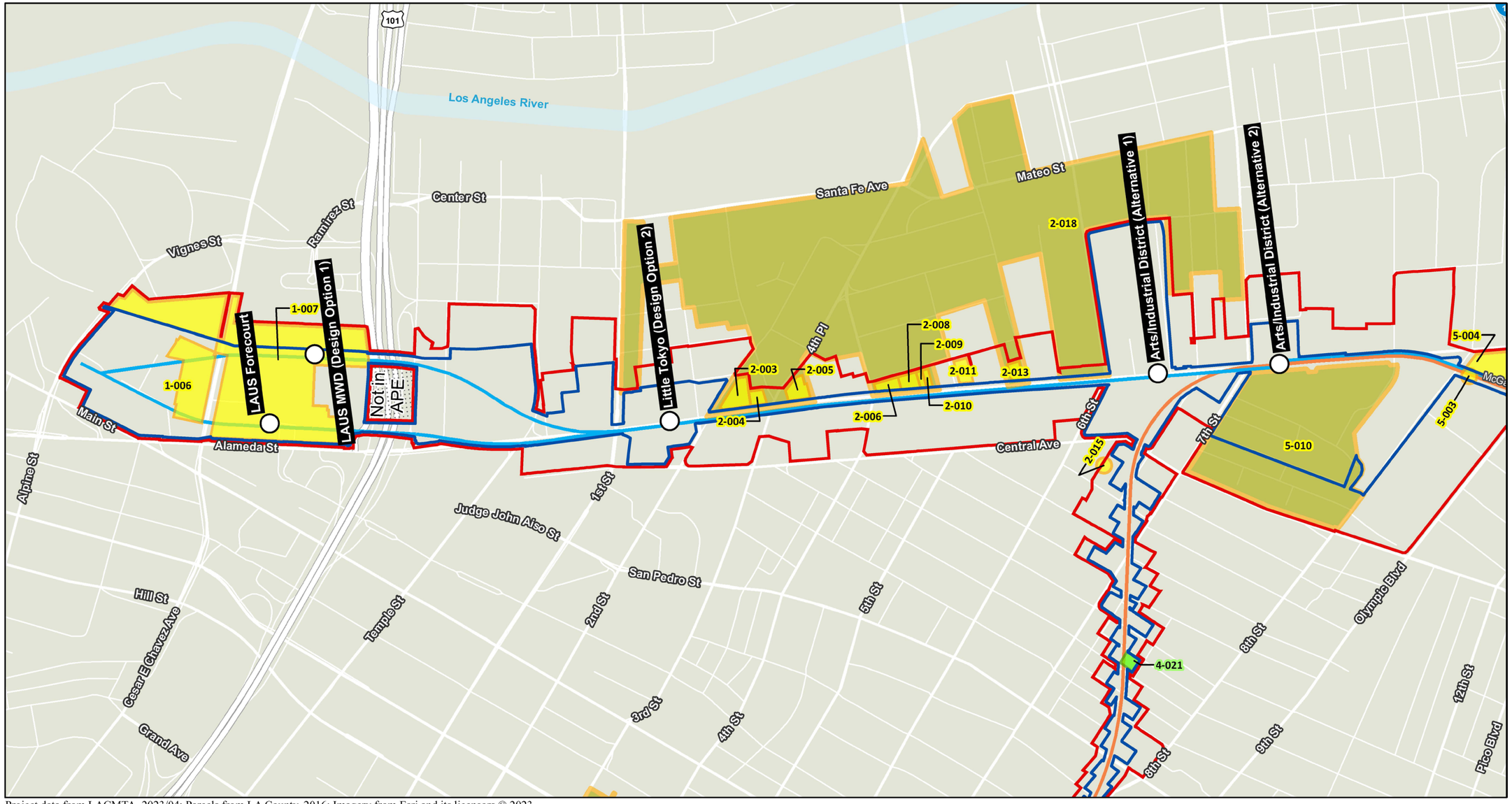
Alternative 3: Slauson/A Line (Blue) to Pioneer

Alternative 4: I-105/C Line (Green) to Pioneer

Note: The vertical limits of the APE extend approximately 115 feet below the existing ground surface and approximately 90 feet above the existing ground surface.

N

0 0.5 1 1.5 Miles



Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

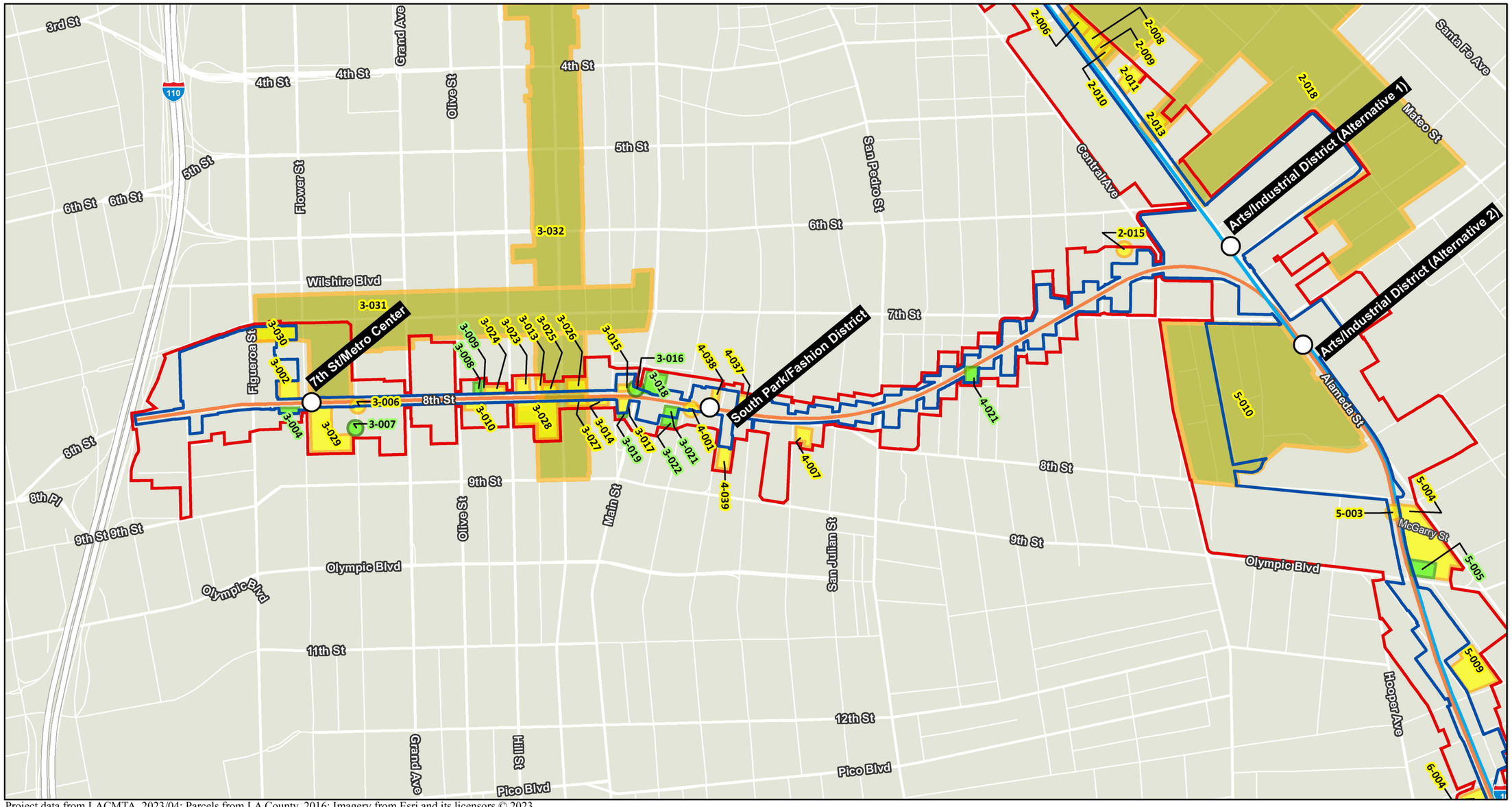
- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Properties Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Historic District Listed or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed in and/or Eligible for Listing in the NRHP

N

0 400 800 Feet

Sheet 1 of 10

Note: *The above noted portion of US 101 is not included in the APE because it is not within the limits used to define the direct APE and would not be subject to direct ground disturbance for the Build Alternative or design option.*

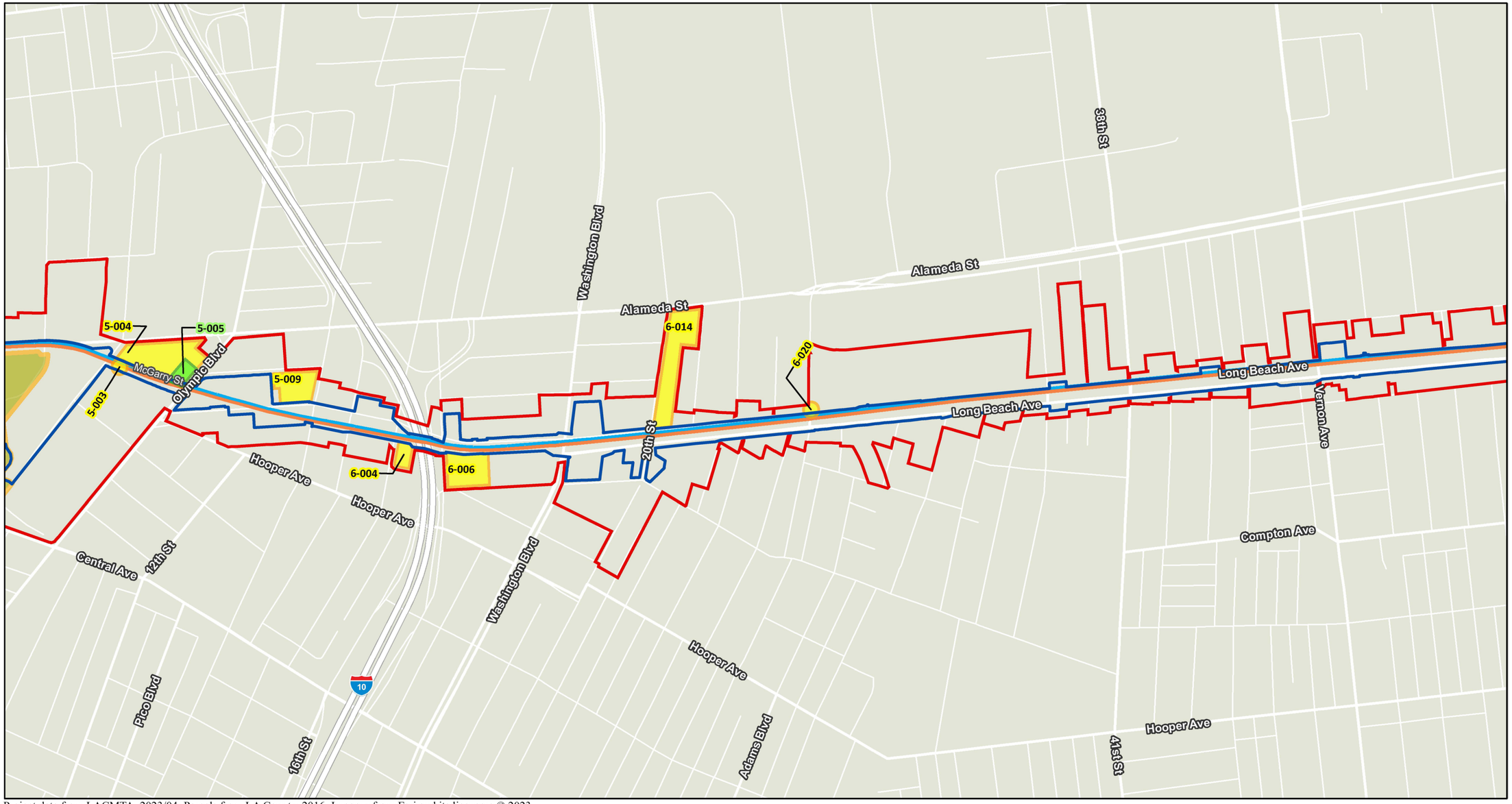


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Properties Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Historic District Listed or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed in and/or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed and/or Eligible for Listing in the CRHR and/or for Local Listing

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Sheet 2 of 10



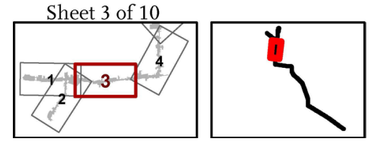
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Properties Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Historic District Listed or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed in and/or Eligible for Listing in the NRHP

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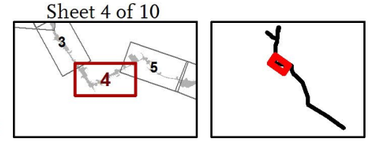
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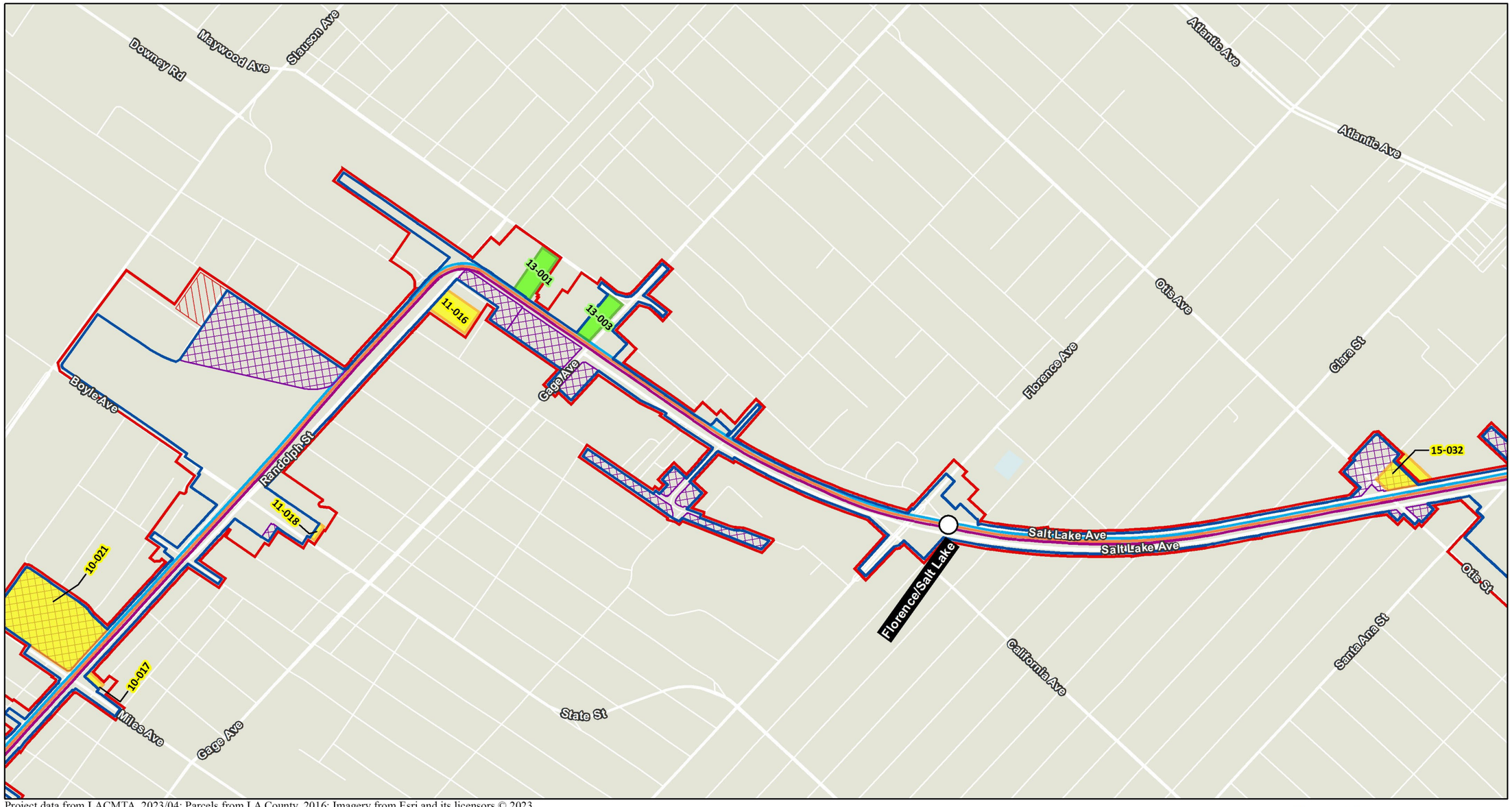
- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Historic District Listed or Eligible for Listing in the NRHP
- Added to Direct APE or moved from Architectural to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

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Sheet 4 of 10



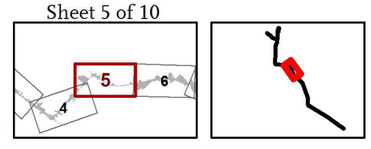


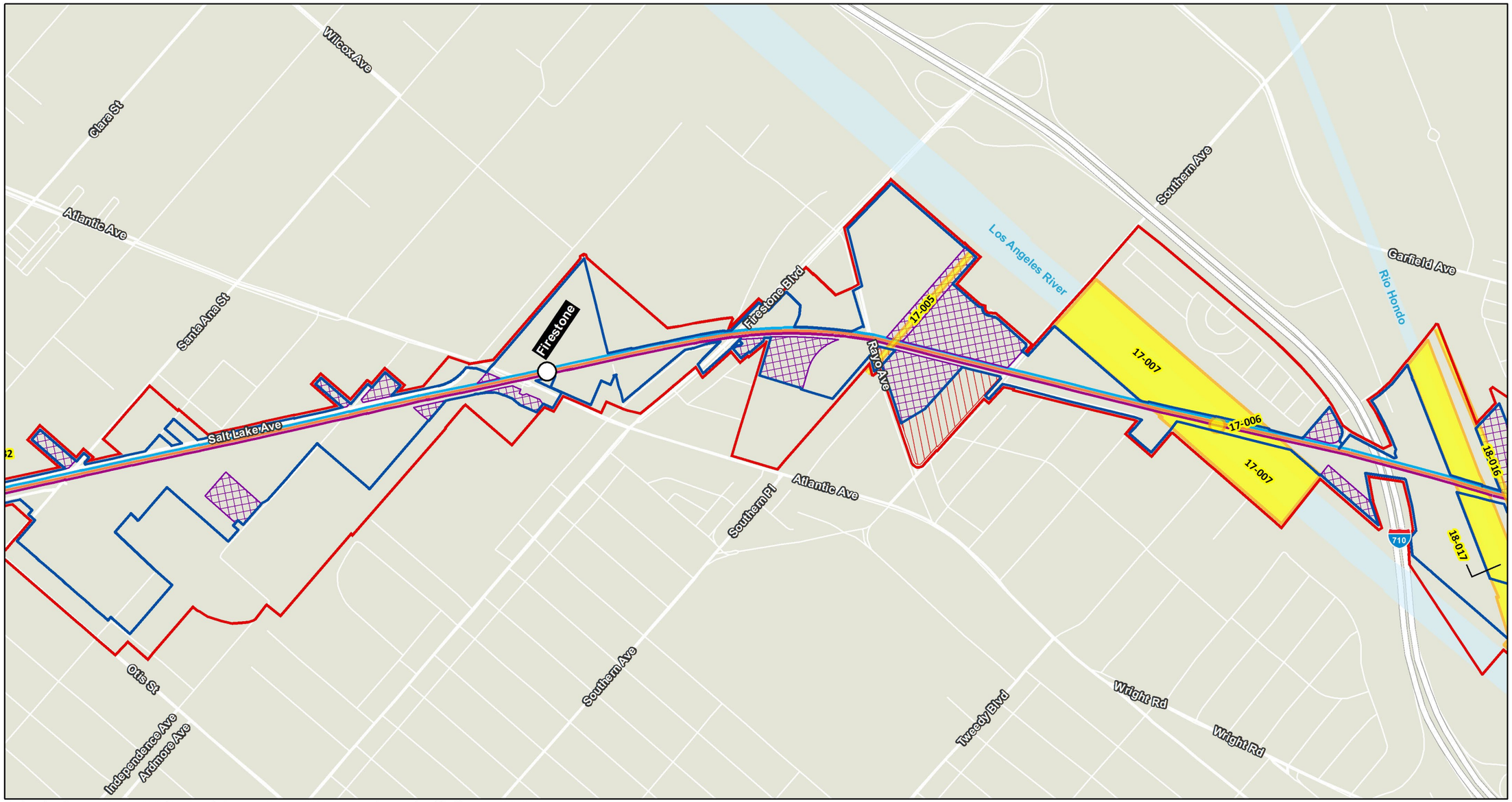
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Properties Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Added to Direct APE or moved from Architectural to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 400 800 Feet

Sheet 5 of 10



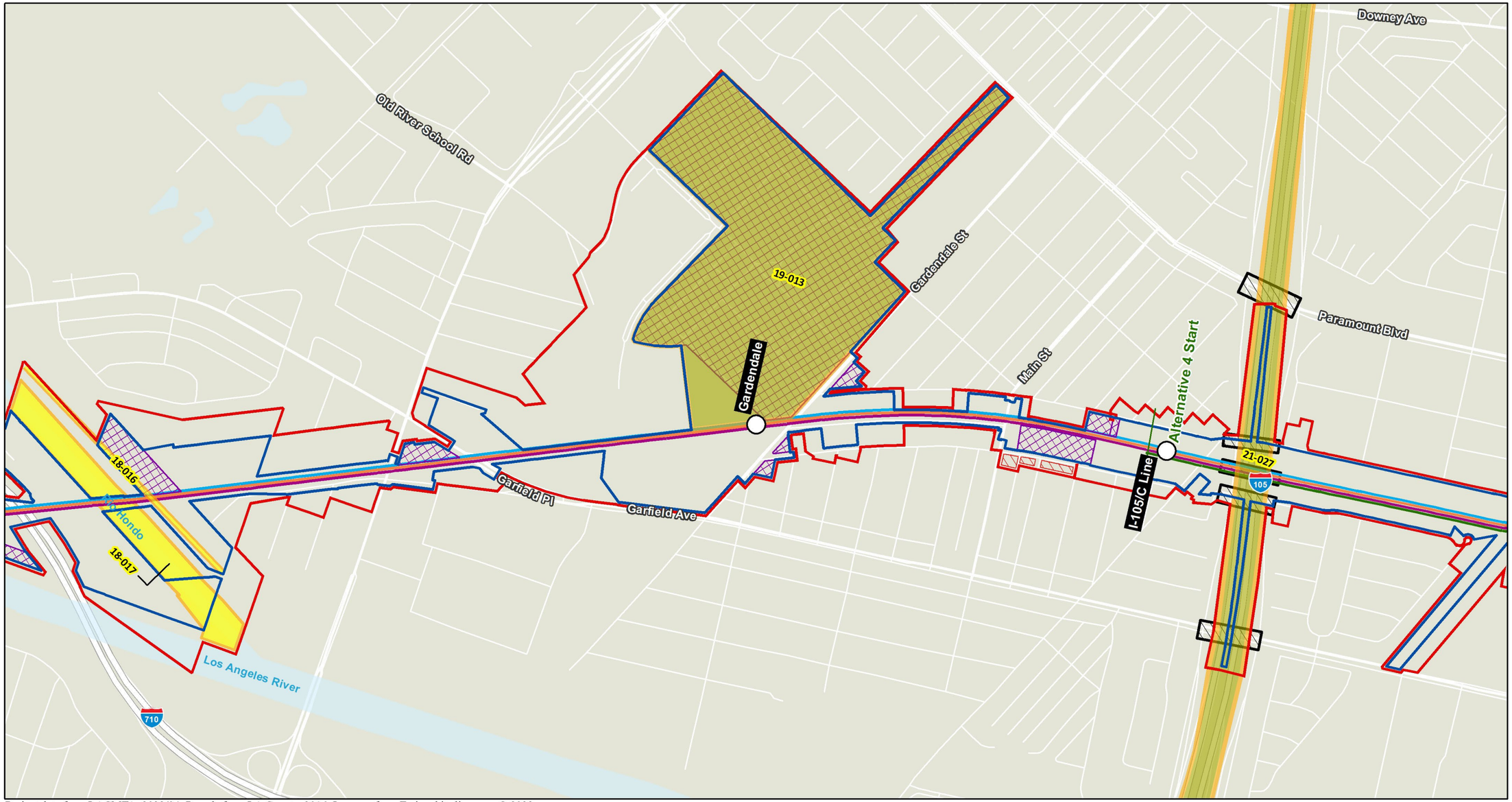


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Non-Parcel Resource Listed in and/or Eligible for Listing in the NRHP
- Added to Direct APE or moved from Architectural to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 400 800 Feet

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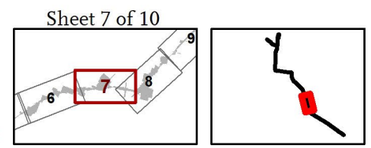
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

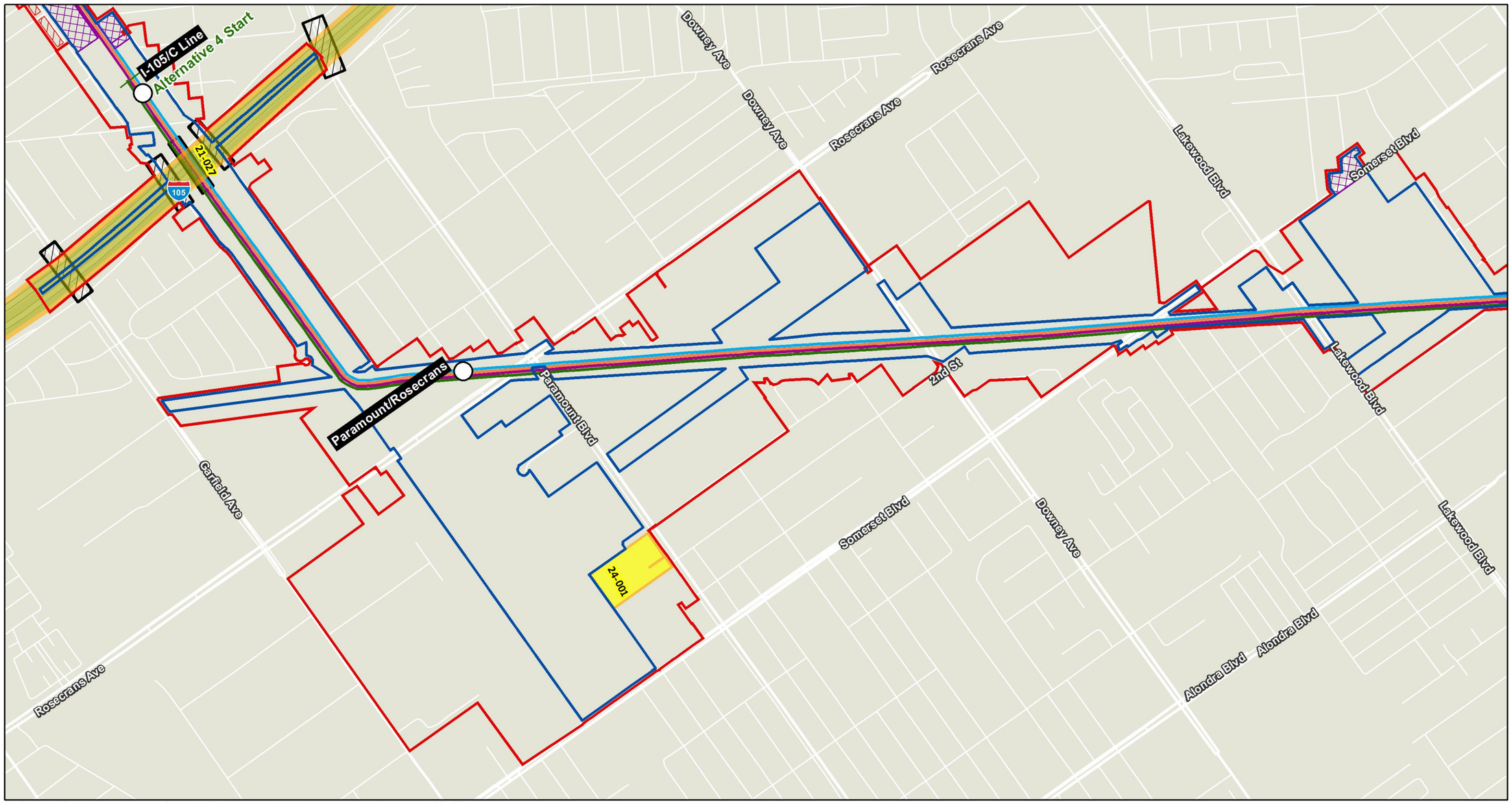
- Direct APE
- Architectural APE
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Properties Listed and/or Eligible for Listing in the NRHP
- Historic District Listed or Eligible for Listing in the NRHP
- Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Contributing Bridges to the Century Freeway-Transitway Historic District
- Added to Direct APE or moved from Architectural to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

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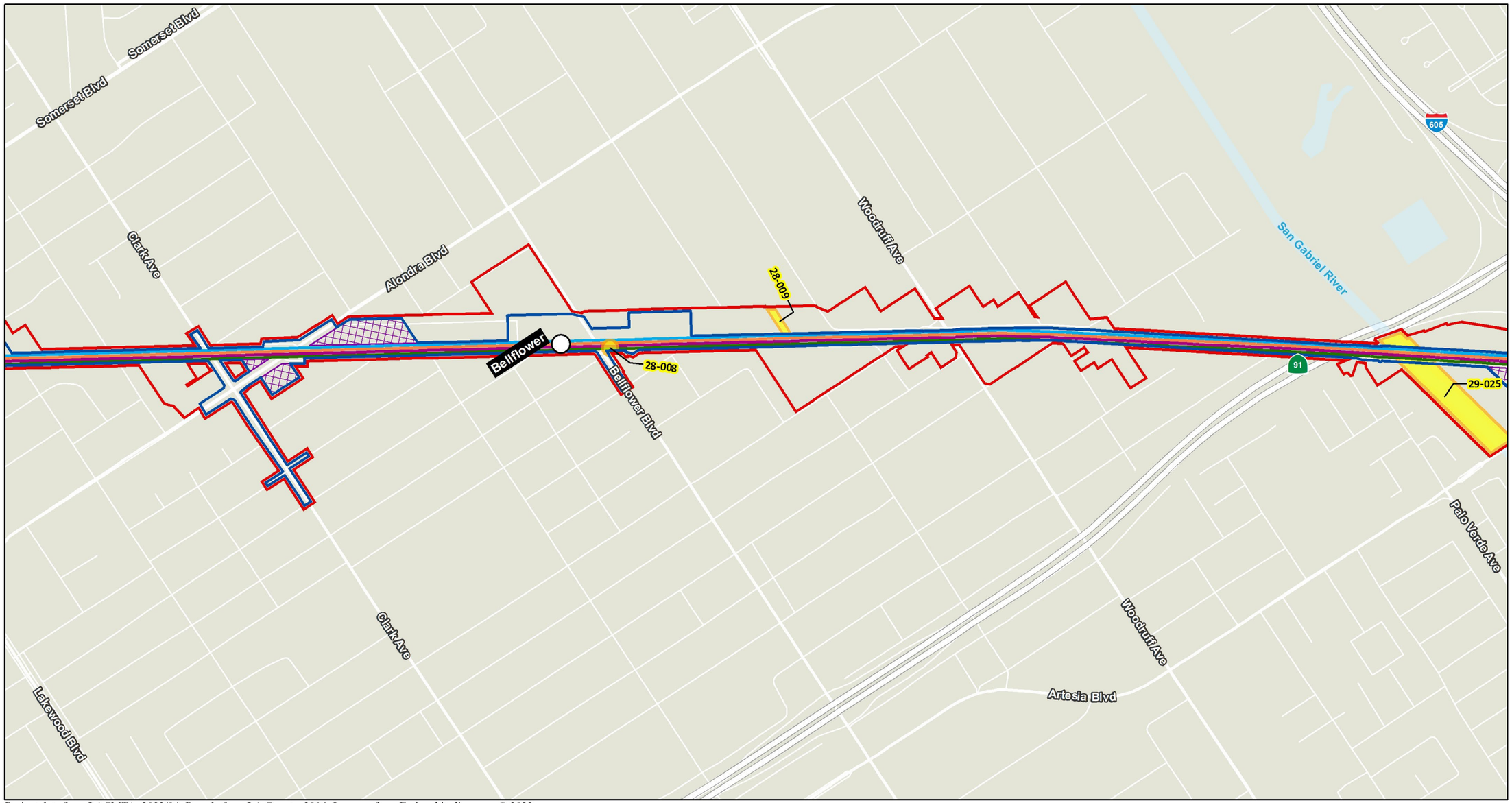


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
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- Added to Architectural APE following SHPO Review in March 2020

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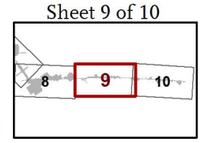


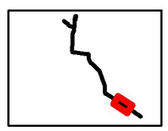
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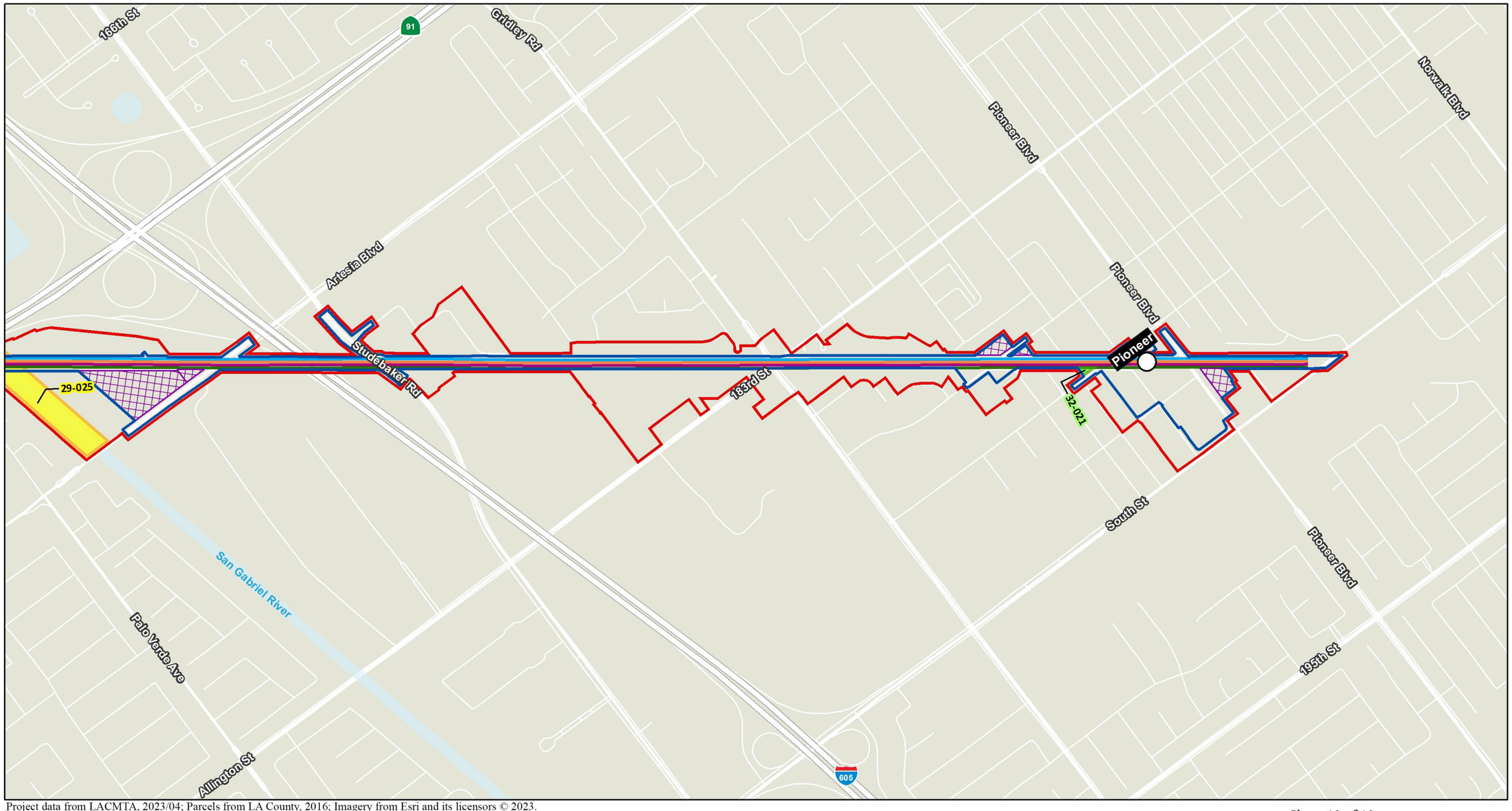
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- Non-Parcel Resource Listed in and/or Eligible for Listing in the NRHP
- Added to Direct APE or moved from Architectural to Direct APE following SHPO Review in March 2020

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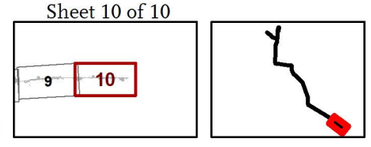


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

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- Architectural APE
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- Property Listed and/or Eligible for Listing in the NRHP
- Added to Direct APE or moved from Architectural to Direct APE following SHPO Review in March 2020

0 400 800 Feet

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7.2.1 Archaeological Historic Properties/Historical Resources in APE

7.2.1.1 P-19-001575

P-19-001575 (CA-LAN-1575/H) is a large multi-component archaeological site that contains both prehistoric and historic materials. Much of P-19-001575 [redacted], built in the 1930s on up to 24 feet of fill (Metro 2019:61). The resource was originally identified in 1989 and was described as primarily consisting of historic-period archaeological deposits that included artifacts, architectural remains, and other cultural features associated with the nineteenth and twentieth century Original Los Angeles Chinatown; small quantities of prehistoric artifacts were also noted at the site, [redacted] (Foster 1989). Subsequent investigations at P-19-001575 resulted in the discovery and documentation [redacted]. The prehistoric remains appear to largely date to the Late Prehistoric Period (ca. A.D. 1000 to 1850).

P-19-001575 was determined NRHP eligible under Criterion D by the Federal Railroad Administration, with SHPO concurrence on September 27, 2018. Because the site has been determined eligible for listing on the NRHP, it is automatically included on the CRHR. The period of significance dates from the Late Prehistoric Period (A.D. 1000 to 1850) to A.D. 1940, which [redacted] deposited up until the demolition of the Original Los Angeles Chinatown and subsequent completion of LAUS.

The field survey conducted for the Project did not identify any remnants or indications of P-19-001575. The recorded portion of the site in the direct APE is completely covered by buildings, structures, and pavement. However, based on previous investigations of the site, P-19-001575 is likely present [redacted].

7.2.1.2 P-19-003181

P-19-003181 is a historic-period archaeological site located under Alternative 1. The site consists of a concrete foundation slab with an associated refuse scatter. Historic research conducted of the property indicates the remains are associated with the J.M. Griffith Co. Planing Mill and Lumber Yard, which was operated from 1868 to 1939 (Slawson 2004). Archaeological testing was conducted at the site followed by construction monitoring. The site does not appear to have been previously evaluated for listing on the NRHP or the CRHR.

The field survey conducted for the Project did not identify any additional remnants or indications of P-19-003181. The recorded portion of the site within the direct APE is located [redacted]. However, based on previous investigations, the site may be present in [redacted]. P-19-003181 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is assumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

7.2.1.3 P-19-003588

P-19-003588 (CA-LAN-3588H) is a historic-period archaeological site that [redacted] It was discovered during the archaeological monitoring of utility trenching within a parking lot (Foster 2006). The site consists of several brick foundations and an associated deposit of

historic-period artifacts that included earthenware and porcelain ceramics, metal spoons, buttons, glass marbles, beverage bottles, butchered bone, and shell fragments.

The field survey conducted for the Project did not identify any remnants or indications of P-19-003588. The recorded portion of the site within the direct APE is located [redacted] Portions of the site have also been used for equipment and material storage. Based on previous investigations, the site may be present [redacted] P-19-003588 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is assumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

7.2.1.4 P-19-003862

P-19-003862 (CA-LAN-3862H) is a historic-period archaeological site that [redacted] It was discovered during the archaeological monitoring for the Regional Connector Transit Corridor Project (Dietler and Austerman 2009). The site consists of a single-layer brick alignment located [redacted]. The exposed portion of the alignment measured 6 feet in length. No artifacts were associated with the feature. Examination of historic maps suggests that the brick alignment may represent the remnants of a building that was once present on the site (Dietler and Austerman 2009).

The field survey conducted for the Project did not identify any remnants or indications of P-19-003862. The site is located [redacted] It is possible that intact portions of the site [redacted]. P-19-003862 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is assumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

7.2.1.5 P-19-004171

P-19-004171 (CA-LAN-4171H) is a historic-period archaeological site that [redacted] It was discovered during the archaeological monitoring along North Alameda Street (Ruzicka and Richardson 2017). The site consists of historic features and refuse deposits dating from the mid-nineteenth to mid-twentieth centuries. Identified features consist of building foundations and the remnants of railroad tracks. Artifacts associated with the refuse concentrations include ceramic fragments, glass bottles, butchered bone, glassware, shell fragments, building materials, and metal railroad spikes and plates. Archaeological deposits extended at least 7 feet below the ground surface.

The field survey conducted for the Project did not identify any remnants or indications of P-19-004171. The recorded portion of the site within the direct APE is located [redacted] Based on previous investigations, the site may be present [redacted]. P-19-004171 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is assumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

7.2.1.6 P-19-004201

P-19-004201 (CA-LAN-4201H) is a historic-period archaeological site that [redacted] The site was identified during the monitoring of ground-disturbing activities for a road improvement project (Gibson and Dietler 2011). Five features were recorded within the site, including the former location of a railroad control tower, a warehouse, and several track segments of the Southern Pacific Railroad. In addition, a small assemblage of historic-period artifacts was also recovered from the area, including ceramic tableware, glass and ceramic bottles, faunal remains, building materials (e.g., brick, window glass, and nails), and metal horseshoes, hardware, and machine parts. Archival research indicates that the remains are located within an area known historically as Naud's Junction and date from the late nineteenth to early twentieth centuries (Gibson and Dietler 2011).

The field survey conducted for the Project did not identify any remnants or indications of P-19-004201. The recorded portion of the site in the direct APE is located [redacted]. Based on previous investigations, the site may be present [redacted]. P-19-004201 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is assumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

7.2.1.7 P-19-004202

P-19-004202 (CA-LAN-4202H) is a historic-period archaeological site that [redacted]. The site was identified during the monitoring of ground-disturbing activities for a road improvement project (Gibson and Dietler 2011). P-19-004202 consists of segments of four rail lines, each of which is positioned on top of a cement foundation approximately 7 feet deep. Wood ties were laid beneath rails and were fastened together with metal plates. Archival research indicates that two of the rail lines are likely associated with the main Southern Pacific Railroad with the other two features representing spurs that serviced local industry. The rail lines were constructed in the late nineteenth and early twentieth centuries. Artifacts found in association with the rail lines include a metal spike, metal trailer hitch or coupler, a possible switching mechanism, glass fragments, and a battery oil bottle (Gibson and Dietler 2011).

The field survey conducted for the Project did not identify any remnants or indications of P-19-004202. The recorded portion of the site in the direct APE is covered by paved roadways. As such, the site may be present [redacted]. P-19-004202 was not evaluated for listing on the NRHP or the CRHR. For the purposes of this Project, the resource is assumed eligible under Criterion D of the NRHP and under Criterion 4 of the CRHR.

7.2.2 Built Environment Historic Properties/Historical Resources in APE

Los Angeles Union Station/800-850 North Alameda Street, Los Angeles (*P-19-171159)

Map Reference No. 1-007

Designed by John and Donald B. Parkinson, LAUS was constructed between 1936 and 1939 in an exceptional fusion of the Spanish Colonial Revival and Streamline Moderne styles. It was listed in the NRHP on November 13, 1980, at the national level of significance in the areas of architecture, community planning, and transportation. The property is also listed in the CRHR under Criterion A for its historical association with the development of railroad transportation, and Criterion C for the quality of its architectural design. It was designated as Los Angeles HCM No. 101 on August 2, 1972. The current study surveyed the property, but due to its previous determination of eligibility and listing in the NRHP, it was not reevaluated.

The boundaries for the NRHP-listed resource and the HCM are slightly different. Five buildings and structures are located within the LAUS boundary and are contributing features of the NRHP-listed property: Los Angeles Union Station, Terminal Tower, Macy Street Undercrossing, Vignes Street Undercrossing, and the Car Repair/Supply Shop. The NRHP nomination also includes the passenger platforms, canopies, and railroad tracks. The HCM designation includes the passenger terminal building, attached service buildings, and the parking lots that front Alameda Street, but it excludes the railroad tracks east of the terminal buildings.

Figure 7-2. Los Angeles Union Station, West Elevation



Source: Rincon 2018

Los Angeles Terminal Annex Post Office/900 North Alameda Street, Los Angeles (*19-170973)

Map Reference No. 1-006

Located just north of LAUS, the Los Angeles Terminal Annex Post Office is a four-story Spanish Colonial Revival-style building. Designed in 1937 by prominent Los Angeles architect Gilbert Stanley Underwood, the building design incorporates elements of both the Moorish and Spanish Baroque traditions. 900 North Alameda Street is listed in the NRHP and CRHR under Criteria C/3 for its architectural merit as a representative example of Spanish Colonial Revival-style architecture, for the 12 Works Progress Administration-sponsored Boris Deutsch murals painted inside, and as a notable example of urban design when considered in conjunction with Union Station. The current study surveyed the property, but due to its previous determination of eligibility and listing in the NRHP, it was not reevaluated.

Figure 7-3. Los Angeles Terminal Annex Post Office, South and West Elevations



Source: Rincon 2018

Los Angeles Union Terminal District and Buildings/777 South Alameda Street and 1213 East 7th Street, Los Angeles (*P-19-189980)

Map Reference No. 5-010

The Los Angeles Union Terminal District is composed of two contiguous parcels that function as a single property. 777 Alameda Street, an irregularly shaped roughly 20-acre parcel, includes four previously identified historic buildings and one large contemporary parking structure constructed in 2016 (not contributing). Immediately to the west, 1213 East 7th Street, a rectangular 11-acre parcel, includes three additional previously identified historic buildings. Constructed by the Southern Pacific Railroad between 1917 and 1923, the seven buildings were historically known as the Los Angeles Union Terminal Market. They were recorded and evaluated in 1983 and 1997, and found to be eligible for listing in the NRHP as a district under Criteria A and C. As a result of the 1997 evaluation, the property was given a '2D2' CHR status: contributor to a district determined eligible for the NRHP by a consensus through Section 106 process and listed in the CRHR. The survey performed for this study indicates that despite the recent adaptive reuse of some of the buildings, the property continues to retain a high degree of historic integrity and there is no indication that it would no longer be eligible for listing in the NRHP and CRHR.

Figure 7-4. Los Angeles Union Terminal District and Buildings; Taken from the Property's Interior, North Facing



Source: Rincon 2018

1608 East 15th Street, Los Angeles

Map Reference No. 6-004

Constructed in 1924, the four-story, utilitarian-style industrial loft building at 1608 East 15th Street was designed by noted Los Angeles architect Thornton Fitzhugh. The property was previously identified by SurveyLA as eligible for individual listing in the NRHP, CRHR, and as a City of Los Angeles HCM. The building's significance derives from its physical form: under Criteria C/3/3, it is an excellent representative example of the industrial loft property type designed to maximize available factory space on a minimum amount of land. It features such character-defining elements as regular massing, a vertical emphasis, and industrial sash windows. The present study resurveyed the property and concluded it retains sufficient integrity to convey its historical associations; this study concurs with previous findings that the building is eligible for individual listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3. Its associated period of significance is 1924, the date of its construction.

Figure 7-5. 1608 East 15th Street, North Elevation



Source: Rincon 2018

Angel City Brewery/John A. Roebling's Sons Company/216 South Alameda Street, Los Angeles (*P-19-190521)

Map Reference No. 2-003

The Angel City Brewing/John A. Roebling's Sons Company Building is a three-story industrial building designed in the Classical Revival style by the architecture partnership Frank D. Hudson and William A.O. Munsell. The building was completed in 1913 for John A. Roebling's Sons Company. It was previously surveyed and evaluated in 2002 and 2009 and found individually eligible for listing in the NRHP, the CRHR, and as a City of Los Angeles HCM under Criteria B/2/2 for its association with Washington Roebling, the son of Brooklyn Bridge designer John A. Roebling, and under Criteria C/3/3 as an excellent example of an unreinforced-masonry, Classical Revival-style building. In addition to its individual eligibility, SurveyLA identified the building in 2016 as a contributor to the potential Downtown Los Angeles Industrial Historic District, which SurveyLA found eligible for listing in the NRHP, CRHR, and as a City HPOZ under Criteria A/1/1 for its role in the industrial development of the city, with a period of significance spanning 1900 to 1940. The potential Downtown Los Angeles Industrial Historic District is assumed eligible the NRHP, CRHR, and as a City HPOZ for the purposes of this study.

The current survey update of the subject property concluded that, since the property was last evaluated, it has not been visibly altered and there is no evidence to suggest it would no longer be eligible for federal, state, or local designation. It remains eligible for listing in the NRHP, CRHR, and for local designation under Criteria B/2/2 and C/3/3 and remains a contributor to the potential Downtown Los Angeles Industrial Historic District.

Figure 7-6. Angel City Brewery, North Elevation



Source: Rincon 2018

701 East 3rd Street, Los Angeles

Map Reference No. 2-004

701 East 3rd Street includes one four-story, utilitarian-style industrial building constructed in 1924 as a branch factory for the Neptune Meter Company, a New York City-based manufacturer of water meters. By the 1920s, the area surrounding the subject property had been fully established as the industrial hub of the city. Constructed in 1924, the building is consistent with the historical theme of industrial development in downtown Los Angeles. It was identified by SurveyLA as an eligible contributing resource to the potential Downtown Los Angeles Industrial Historic District, assumed eligible for the purposes of this study. The area encompassed by the potential Downtown Los Angeles Industrial Historic District served as the city's primary industrial district from the late nineteenth century through World War II. Significant for its role in the industrial development of Los Angeles, the potential Downtown Los Angeles Industrial Historic District is assumed eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HPOZ under Criteria A/1/1 with an associated period of significance spanning 1900 to 1940.

The current study resurveyed the property and found that since it was last evaluated there have been no visible alterations and there is no evidence to suggest it would no longer be eligible as a contributor to the potential Downtown Los Angeles Industrial Historic District. The current study also evaluated the property for individual eligibility and found that it does not appear to qualify under any significance criteria. Its integrity has been compromised through alterations, such as the removal of original decorative detailing and the replacement of all original windows.

Figure 7-7. 701 East 3rd Street, South and East Elevations



Source: Rincon 2018

312 South Alameda Street, Los Angeles
Map Reference No. 2-005

Constructed in 1930, 312 South Alameda Street is a one-story, masonry-constructed, vernacular industrial building. By the time of its construction, the area surrounding it had been established as the industrial hub of the city. The building's vernacular influences and many of its features, including exposed masonry wall surfaces, bay door openings, and unpartitioned interior space, are characteristic of industrial buildings of its era. Constructed during the established period of significance for the district (1900-1940) in a design aesthetic characteristic of industrial architecture, SurveyLA identified the building as an eligible contributing resource to the potential Downtown Los Angeles Industrial Historic District, which served as the city's primary industrial area from the late nineteenth century through World War II. Significant for its role in the industrial development of Los Angeles, the potential district is assumed eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for the purposes of this study.

The current study resurveyed the property and found that since it was last evaluated there have been several alterations that include the replacement of window sashes and doors and the creation of new doorways and window openings on the east and west elevations. Despite alterations, the current study finds that the property retains sufficient integrity to remain a contributor to the potential Downtown Los Angeles Industrial Historic District. The current study also evaluated the property for individual eligibility and found that it does not appear individually eligible under any significance criteria.

Figure 7-8. 312 South Alameda Street, North and West Elevations



Source: Rincon 2018

400 South Alameda Street, Los Angeles

Map Reference No. 2-006

400 South Alameda Street is a three-story, vernacular industrial building that features exposed masonry wall surfaces and rows of arched openings. R.B. Young and Son designed the building, and it was constructed in 1910 for the Stockwell-Haley Company, Inc., a mattress manufacturer, to serve as a manufacturing facility and warehouse. SurveyLA previously identified the property as eligible as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, an area that was the city's primary industrial district from the late nineteenth century through World War II. The district is assumed eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles for the purposes of this study. Its associated period of significance is 1900 to 1940.

The current study resurveyed the property and found that since it was last evaluated it has not been visibly altered and it retains sufficient integrity to remain eligible as a contributor to the potential Downtown Los Angeles Industrial Historic District. The current study also evaluated the property for individual eligibility and found that it is not individually eligible for listing in the NRHP, CRHR, or as a City of Los Angeles HCM.

Figure 7-9. 400 South Alameda Street, North and East Elevations



Source: Rincon 2018

422-430 South Alameda Street, Los Angeles
Map Reference No. 2-008

By the 1920s, the area surrounding 422-430 South Alameda Street had been fully established as the industrial hub of the city. Consistent with the trends in the area, the property was developed in 1921 with a one-story, vernacular industrial building for use as a storage warehouse. SurveyLA identified the building as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, which is assumed eligible for the purposes of this study. The area encompassed by the potential Downtown Los Angeles Industrial Historic District served as the city's primary industrial district from the late nineteenth century through World War II. It is assumed eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles with an associated period of significance of 1900 to 1940.

The current study resurveyed the property and found that since it was last evaluated there have been no visible alterations and it retains sufficient integrity to remain eligible as a contributor to the Downtown Los Angeles Industrial Historic District. The current study also evaluated the property for individual eligibility and found that it does not meet the eligibility requirements for listing in the NRHP, CRHR, or as a City of Los Angeles HCM.

Figure 7-10. 422-430 South Alameda Street, West Elevation



Source: Rincon 2018

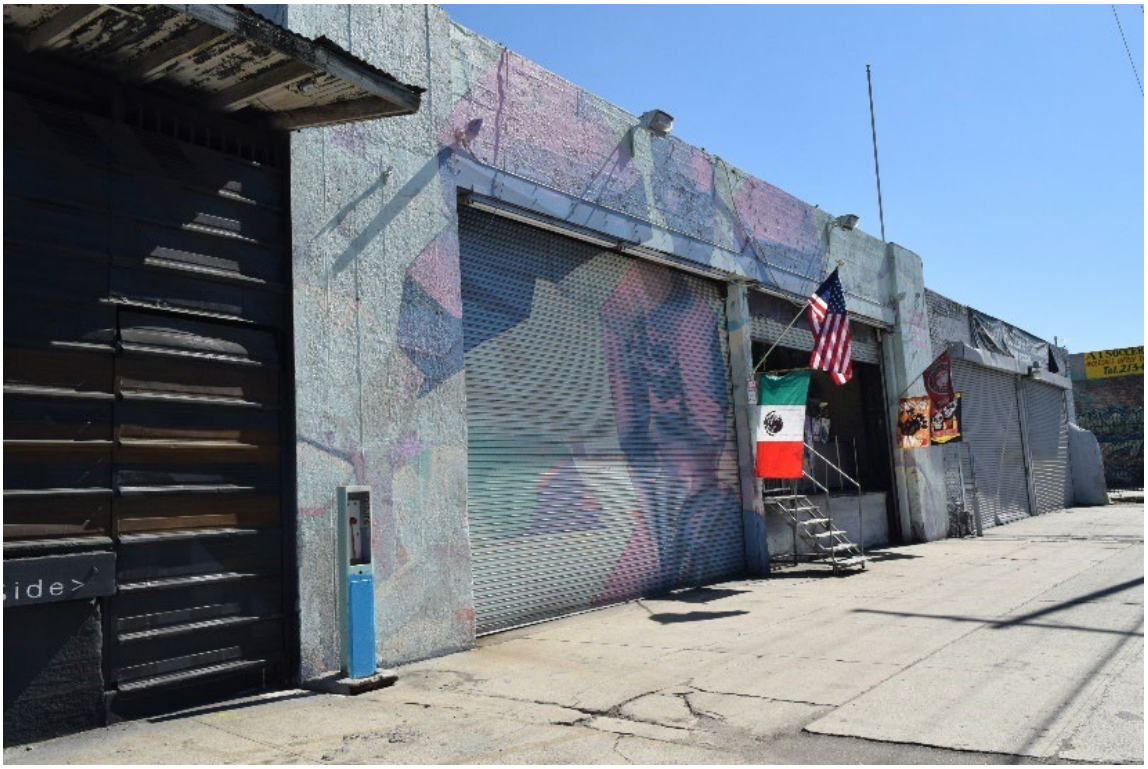
436 South Alameda Street, Los Angeles

Map Reference No. 2-009

By the 1920s, the area surrounding 436 South Alameda Street had been fully established as the industrial hub of the city. Consistent with these historic trends, 436 South Alameda was developed in 1921 with a one-story, utilitarian-style industrial building for shipping and receiving. In keeping with industrial buildings of the era, it features large bay door openings and uninterrupted interior space. SurveyLA identified the building as eligible as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, an area that served as the city's primary industrial district from the late nineteenth century through World War II. The district is assumed eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles with an associated period of significance of 1900 to 1940.

The current study resurveyed the property and found that since it was last evaluated there have been no visible alterations and it retains sufficient integrity to remain eligible as a contributor to the potential Downtown Los Angeles Industrial Historic District. The current study also evaluated the property for individual eligibility and found that it does not meet the eligibility requirements for listing in the NRHP, CRHR, or as a City of Los Angeles HCM.

Figure 7-11. 436 South Alameda Street, West Elevation



Source: Rincon 2018

440 South Alameda Street, Los Angeles

Map Reference No. 2-010

Built in 1921, 430 South Alameda Street is a two-story, utilitarian-style industrial building. Characteristic of such buildings, it features exposed masonry walls, large bay door openings, and unpartitioned interior space. The building was constructed during the established period of significance for the district in a style characteristic of early twentieth century industrial buildings, and SurveyLA identified it as eligible as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, which served as city's primary industrial district from the late nineteenth century through World War II. The district is assumed eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. Its associated period of significance is 1900 to 1940.

The current study resurveyed the property and found that since it was last evaluated, there have been no visible alterations and it retains sufficient integrity to remain a contributor to the potential Downtown Los Angeles Industrial Historic District. The current study also evaluated the property for individual eligibility and found that it does not meet the eligibility requirements for listing in the NRHP, CRHR, or as a City of Los Angeles HCM.

Figure 7-12. 440 South Alameda Street, East Elevation



Source: Rincon 2018

542 South Alameda Street, Los Angeles

Map Reference No. 2-013

Constructed in 1930, 542 South Alameda Street is a two -story, utilitarian-style industrial building featuring bands of industrial sash windows. The building was constructed for the Southern California Gas Company for use as a machine shop and storage. SurveyLA identified it as individually eligible for listing in the NRHP, CRHR, and for local designation under Criteria C/3/3 as an excellent example of the daylight factory property type. SurveyLA also identified the building as a contributing resource to the potential Downtown Los Angeles Industrial Historic District, which served as the city's primary industrial district from the late nineteenth century through World War II. The district is assumed eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its role in the industrial development of Los Angeles. Its associated period of significance is 1900 to 1940.

The research and survey conducted for this study confirms that the building is eligible for listing in the NRHP, CRHR, and for local designation under Criteria C/3/3 as an excellent and intact example of a daylight factory building in downtown Los Angeles. It was constructed during the associated period of significance for the daylight factory property type and exemplifies the property type through the use of industrial sash and the distinctive roof forms. Since the property was last evaluated, there have been no visible alterations and it remains a contributor to the potential Downtown Los Angeles Industrial Historic District.

Figure 7-13. 542 South Alameda Street, West Elevation



Source: Rincon 2018

500 South Alameda Street, Los Angeles

Map Reference No. 2-011

The two-story, vernacular service station at 500 South Alameda Street was constructed in 1949 by Richfield Oil Corporation. Featuring two large vehicle bays extending from its south elevation, SurveyLA identified the building as individually eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 and Criteria C/3/3. The survey and research conducted for the current effort indicated that the property is a rare example of a 1940s-era service station in the Los Angeles industrial district. As such, it is recommended eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 and C/3/3. Historically used to provide gasoline, it demonstrates convenient automobile access from the street, contains design and site layout features that reflect the influence of the automobile, and was constructed during the period of significance for significant service stations; as such, the property meets the eligibility standards for the gas/service station property type identified in the SurveyLA Historic Context Statement.

Figure 7-14. 500 South Alameda Street, West Elevation



Source: Rincon 2018

1250 Long Beach Avenue, Los Angeles
Map Reference No. 5-009

The building at 1250 Long Beach Avenue is a three-story, vernacular industrial building. Defined by its masonry construction and rows of metal-framed sash windows. Los Angeles architect John M. Cooper constructed it in 1920 for use by the Los Angeles-based Roberti Brothers Furniture Company. SurveyLA identified the building as eligible for individual listing in the NRHP, CRHR, and for local designation under Criteria C/3/3 as an excellent example of the daylight factory property type.

The survey conducted for the current study indicated that since the property was last evaluated there have been no visible alterations and there is no evidence to suggest it would no longer be eligible for federal, state, or local designation under Criteria C/3/3. The building features many of the characteristic elements of the daylight factory property type intended to capitalize on natural lighting, such as large industrial sash windows, skylights, and specially designed roof forms. It retains a high degree of historic integrity. Its associated period of significance is ca. 1920, the date of its completion.

Figure 7-15. 1250 Long Beach Avenue, East Elevation



Source: Rincon 2018

1753 East Olympic Boulevard, Los Angeles
Map Reference No. 5-004

Located at 1753 East Olympic Boulevard, the Western Electric Company property consists of two vernacular daylight factory buildings designed by the noted Los Angeles architectural firm Morgan, Walls and Clement. It was constructed in 1925 to serve as an industrial plant for the Western Electric Company, manufacturer of telephone parts. Its constituent buildings typify the daylight factory building, which characteristically make use of ample windows, skylights, and specialized roof forms to capitalize on natural light. The facility was constructed in an emerging industrial corridor centered on Alameda Street and benefited from nearby railroad facilities connecting the plant with downtown Los Angeles and the harbor at San Pedro. Completion of the 10,000-square-foot factory and warehouse complex and an adjacent truck yard significantly expanded Western Electric's productive capacity in Los Angeles (City of Los Angeles 2016a).

SurveyLA identified the complex as a district eligible for listing in the NRHP, CRHR, and for local designation Criteria C/3/3. In concurrence with SurveyLA, as a result of the survey and research conducted for this study, the property is recommended eligible for listing in the NRHP, CRHR, and for local designation under Criteria C/3/3 as an excellent example of a daylight factory plant in Los Angeles.

Figure 7-16. 1753 East Olympic Boulevard; Northernmost Building, South Elevation



Source: Rincon 2018

Sam's Hof Brau/1731 East Olympic Boulevard, Los Angeles

Map Reference No. 5-005

Initially constructed in 1963 for industrial use as a machine shop and converted to a Sam's Hof Brau location in 1969, 731 East Olympic Boulevard contains a single-story, vernacular commercial building. Sam's Hof Brau, the German-style restaurant chain, was established by Sam Gordon in the late 1950s and had been acquired by the Denny's restaurant chain by the time the subject building opened as a Sam's Hof Brau in 1969. Partially defining the property are its two commercial signs illuminated with incandescent bulbs.

The subject property was previously identified by SurveyLA as eligible for individual listing as a City of Los Angeles HCM under Criterion 1 as the location of a long-term business important to the commercial identity of Los Angeles. Consistent with the previously SurveyLA finding, the survey and research conducted for this study have resulted in a finding of eligibility for listing as a City of Los Angeles HCM under Criterion 1 under the Context/Theme/Property Type combination: Commercial Development, 1850-1980/Commercial Identity, 1850-1980/Commercial. The property is the location of a long-term (1969-present) business important to the commercial identity of Los Angeles (Sam's Hof Brau). While eligible for local designation, it does not appear to meet significance thresholds for listing in the NRHP or the CRHR.

Figure 7-17. 1731 East Olympic Boulevard, Primary Elevation



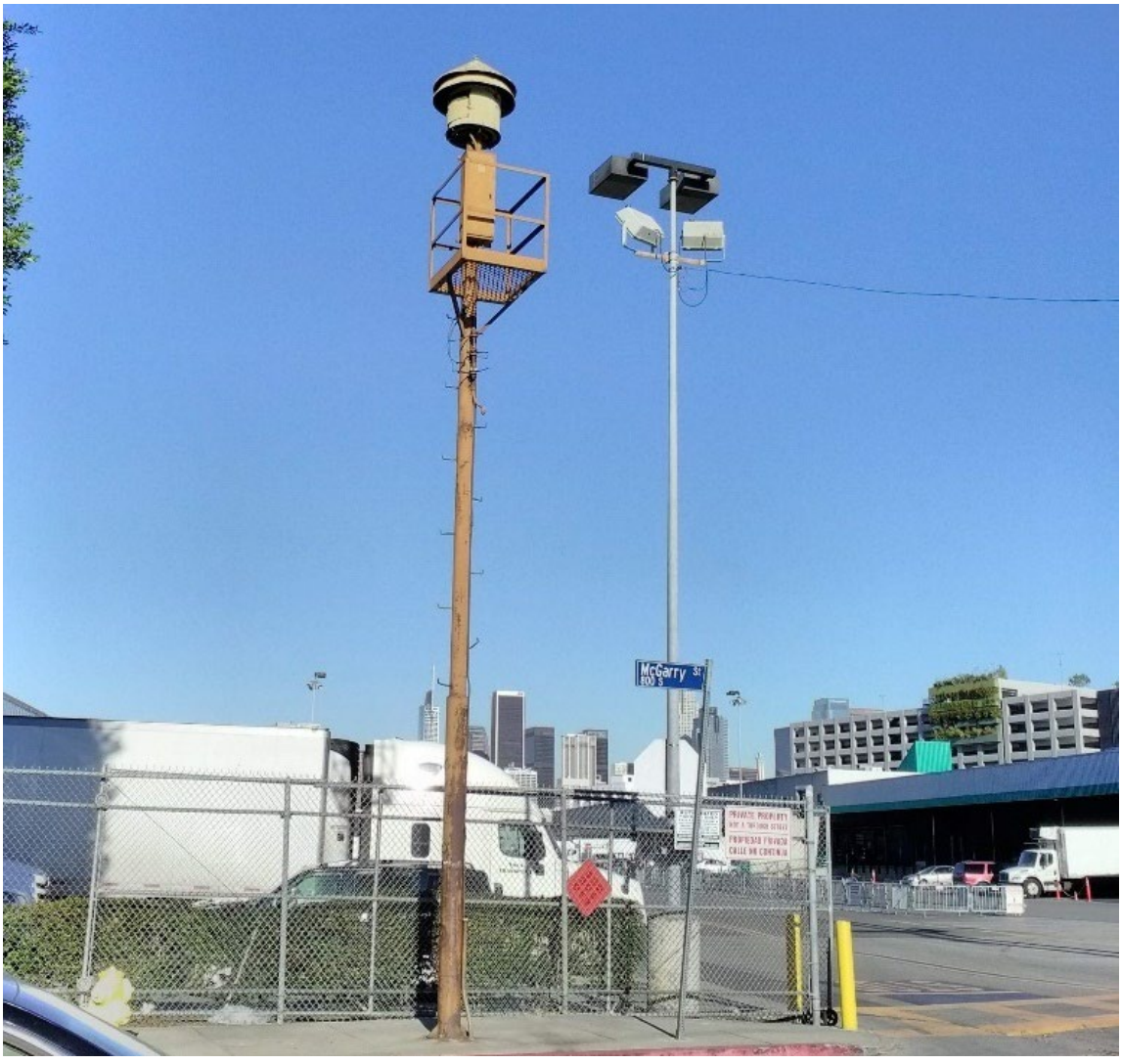
Source: Rincon 2018

Air Raid Siren No. 189/McGarry Street and East 8th Street, Los Angeles

Map Reference No. 5-003

Erected in 1940 for purposes of civil defense at the southwest corner of McGarry and East 8th Streets, Air Raid Siren No. 189 is a freestanding "flattened birdhouse" style siren (as opposed to the "wire spool" siren). SurveyLA identified Air Raid Siren No. 189 as eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 and C/3/3. In concurrence with SurveyLA, as a result of the survey and research conducted for this study, Air Raid Siren No. 189 is recommended eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 for its association with World War II and Cold War-era military infrastructure and under Criteria C/3/3 as an excellent and intact example of such infrastructure (flattened birdhouse style).

Figure 7-18. Air Raid Siren No. 189, Northwest-facing



Source: Rincon 2018

Hamburger's Department Store/801 South Broadway, Los Angeles (*P-19-166869)
Map Reference No. 3-028

Hamburger's Department Store is a five-story commercial building constructed in 1907 in the Beaux-Arts style. The building was engineered by A.C. Martin and designed by architect Alfred F. Rosenheim with a 1929 addition completed by Aleck Curlett. The building is listed as City of Los Angeles HCM No. 459 under local Criterion 1 for its early historical associations and Criterion 3 as representative of its architectural style, as the work of a master architect (Rosenheim), and for the innovative application of steel frame and fireproof concrete engineering techniques by A.C. Martin.

In addition to its local designation, the building was evaluated in 1976 and given a '3' CHR status code, indicating that, at that time, it appeared eligible for listing in the NRHP. The building is a contributing resource to the NRHP and CRHR-listed Broadway Theater and Commercial Historic District. Due to its previous determination of eligibility and listing in the NRHP as part of the Broadway Theater and Commercial Historic District, the building was not reevaluated or evaluated for individual eligibility for this study.

Figure 7-19. Hamburger's Department Store, North and East Elevations



Source: Rincon 2018

Merritt Building/301 West 8th Street, Los Angeles (*P-19-166998)

Map Reference No. 3-025

The Merritt Building is a nine-story Classical Revival-style commercial office building completed in 1915. The building's namesake, capitalist Hulett C. Merritt, commissioned the noted Reid Brothers architecture firm of San Francisco to design the building. It is a contributing resource to the NRHP and CRHR-listed Broadway Theater and Commercial Historic District, which is significant under Criteria A/1 as Los Angeles' primary commercial and theater center during the late nineteenth and early twentieth centuries, and under Criteria C/3 for its high concentration of architecturally significant buildings. Due to its previous determination of eligibility and listing in the NRHP as part of the Broadway Theater and Commercial Historic District, the building was not reevaluated or evaluated for individual eligibility for this study.

Figure 7-20. Merritt Building, South and East Elevations



Source: Rincon 2018

Charles C. Chapman Building/756 South Broadway, Los Angeles (*P-19-166888)

Map Reference No. 3-026

The Charles C. Chapman Building is a 13-story commercial building constructed in the Beaux-Arts style in 1911; it housed numerous financial institutions over the decades. The building is designated as City of Los Angeles HCM No. 899 under local Criterion 1 for its association with the development of downtown Los Angeles, Criterion 2, for its association with local influential businessman Charles C. Chapman, and Criterion 3 as an excellent example of the Beaux-Arts style. The building is a contributing resource to the NRHP and CRHR-listed Broadway Theater and Commercial Historic District, eligible under Criteria A/1 as Los Angeles' primary commercial and theater center during the late nineteenth and early twentieth centuries, and Criteria C/3 for its high concentration of architecturally significant buildings. Due to its previous determination of eligibility and listing in the NRHP as part of the Broadway Theater and Commercial Historic District, the building was not reevaluated or evaluated for individual eligibility for this study.

Figure 7-21. Charles C. Chapman Building South and West Elevations



Source: Rincon 2018

Tower Theater/800 South Broadway, Los Angeles (*P-19-166898)

Map Reference No. 3-027

Tower Theater is a four-story Renaissance Revival-style theater and commercial building. Constructed in 1927, Tower Theater is the first movie theater designed by noted theater architect S. Charles Lee. Displaying an eclectic mix of architectural influences, the theater features Moorish-, Beaux-Arts-, and Gothic-style details. The building is designated as City of Los Angeles HCM No. 450 under local Criterion 1 as one of the primary downtown theaters to introduce cinema in the 1930s, and under local Criterion 3 as an excellent example of a Renaissance Revival building with Moorish, Beaux-Arts, and Gothic Revival ornamentation. The building is additionally a contributing resource to the NRHP and CRHR-listed Broadway Theater and Commercial Historic District, significant under Criteria A/1 as Los Angeles' primary commercial and theater center during the late nineteenth and early twentieth centuries, and under Criteria C/3 for its high concentration of architecturally significant buildings.

The current study indicated that since the property was last evaluated there have been no visible alterations and there is no evidence to suggest it would no longer be eligible as a contributor to the Broadway Theater and Commercial District or as a City of Los Angeles HCM. Due to its previous determination of eligibility and listing in the NRHP as part of the Broadway Theater and Commercial Historic District, the building was not reevaluated or evaluated for individual eligibility for this study.

Figure 7-22. 800 South Broadway, North and West Elevations



Source: Rincon 2018

Garfield Building/403 East 8th Street, Los Angeles (*P-19-167275)

Map Reference No. 3-024

Built in 1929, the Garfield Building is a 13-story retail and office building with a three-story penthouse. The work of master architect Claud Beelman, the building fuses Beaux-Arts- and Art Deco-style elements. The building is individually listed in the NRHP (February 2, 1982), the CRHR, and as City of Los Angeles HCM No. 121. It is significant under Criteria C/3/3 for its architectural merit as an early, transitional representation of Art Deco architecture in Los Angeles and as the work of master architect Claud Beelman. Although surveyed, due to its previous determination of eligibility and listing in the NRHP, the building was not reevaluated for this study. The building does not appear to have been altered since it was last surveyed; its integrity remains intact.

Figure 7-23. Garfield Building, South and East Elevations



Source: Rincon 2018

Barker Bros. Furniture Store; 800 W 7th Street, Los Angeles (*P-19-172123)

Map Reference No. 3-030

The Barker Bros. Furniture Store is a 13-story Beaux-Arts-style commercial building designed in 1925 by the renowned Los Angeles architecture firm Curlett and Beelman. The building was determined eligible for listing in the NRHP in 1978 as part of the Los Angeles Downtown People Move Project (Project Reference Number: DOE-19-79-0020-0000). The property was determined eligible under Criterion C for its "scale and architectural character" and as a reflection of "the popularity in the 1920s building boom of the Renaissance Revival style." It was subsequently listed in the CRHR and is also listed as Los Angeles HCM No. 356. It was additionally recommended by SurveyLA as a contributing resource to the potential Seventh Street Commercial Historic District, which is assumed eligible for the purposes of this study.

The current survey update of the subject property indicated that since it was last evaluated there have only been minor alterations to the structure. There is no evidence to suggest it would no longer be eligible for historic designation. It remains individually eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 for its architectural merit, and it continues to be a contributor to the potential Seventh Street Commercial Historic District.

Figure 7-24. Barker Bros. Furniture Store, South and East Elevations



Source: Rincon 2018

Union Bank and Trust Company Building/760 South Hill Street, Los Angeles (*P-19-173194)

Map Reference No. 3-023

The Union Bank and Trust Company Building is an 11-story building designed in the Renaissance Revival style. Completed in 1921, it was designed by the noted Los Angeles architecture firm Curlett and Beelman. The building was determined eligible for listing in the NRHP and listed in the CRHR in 2003 (Part I Tax Certification/Project Reference No: 537.9-19-0321). It was also designated City of Los Angeles HCM No. 1030 for its significance deriving from its contributions to the commercial development of Los Angeles (Criteria A/1/1) and its architectural merits as it is an excellent example of Romanesque Revival Architecture and a work of master architects Curlett and Beelman (Criteria C/3/3). The building's associated period of significance for Criteria A/1/1 is 1921 to 1949 and for Criteria C/3/3 from 1921 to 1929. Due to its determination of eligibility for listing in the NRHP, the building was not reevaluated for this study.

Figure 7-25. Union Bank and Trust Company Building, South and West Elevations



Source: Rincon 2018

Garment Capitol Building/217 East 8th Street Los Angeles (*P-19-173240)

Map Reference No. 4-038

The Garment Capitol Building is a 12-story, steel-framed, Gothic Revival-style building constructed as a garment factory in 1926. Designed by master architect William Douglas Lee and constructed by Lloyd and Casler Incorporated, the building is listed in the NRHP (listed 2010), CRHR, and as City of Los Angeles HCM No. 930. Its associated period of significance is 1926, the year of its completion. The building is listed in the NRHP and CRHR under Criterion C for its embodiment of the Gothic Revival style as applied to an early twentieth century high-rise industrial building in downtown Los Angeles. In addition to its architectural significance, the building's local designation recognizes its association with the historically significant individual Florence Casler, of Lloyd and Casler, who developed the building. Casler is significant as one of the first women involved in high-rise construction in Los Angeles. She was also one of the first women in the region, and one of few-in the country at the time, to serve as the director of a bank. Due to its previous listing in the NRHP, the building was not reevaluated for this study.

Figure 7-26. Garment Capitol Building, South and East Elevations



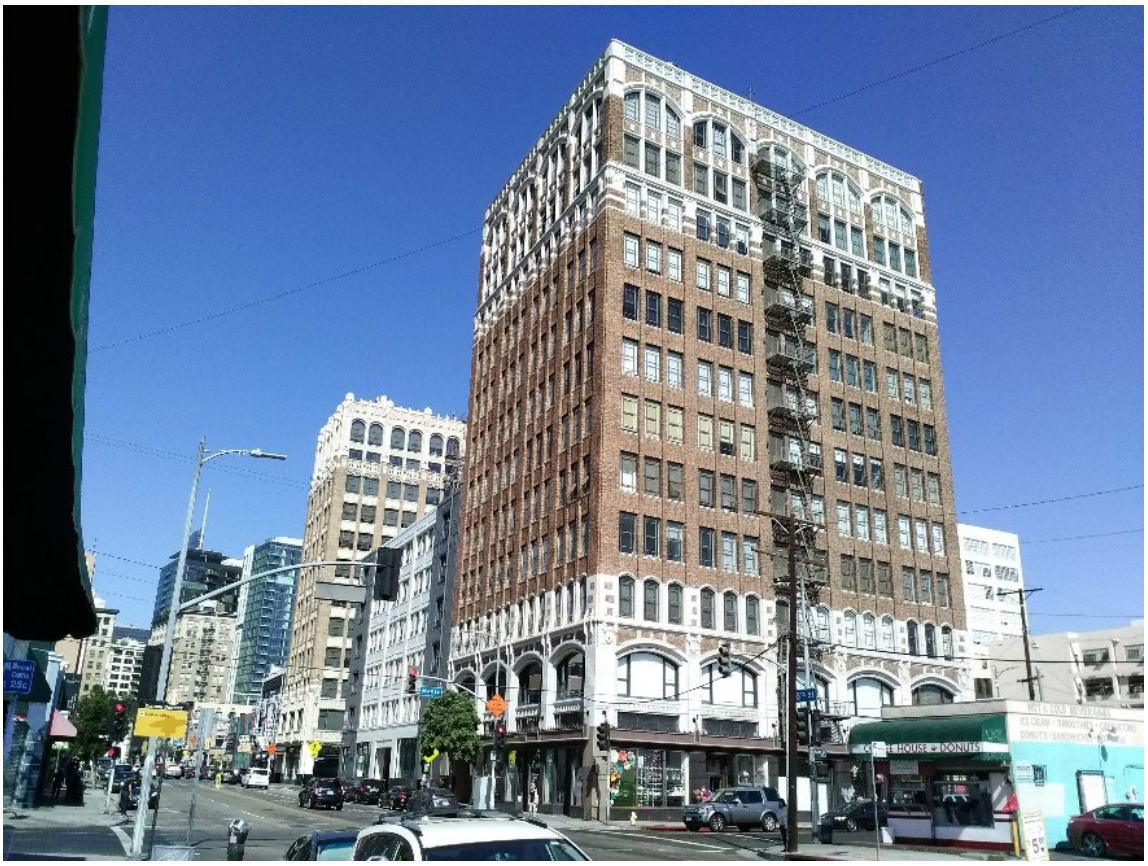
Source: Rincon 2018

Textile Center Building/315 East 8th Street, Los Angeles (*P-19-173242)

Map Reference No. 4-037

The Textile Center Building is a 12-story industrial loft designed in 1926 by master architect William Douglas Lee and constructed by Lloyd and Casler Incorporated. Designed in the Renaissance Revival style with Gothic Revival-style ornamentation, the building is listed in the NRHP (listed 2010), the CRHR, and as City of Los Angeles HCM No. 712. It derives its significance from its association with Florence Casler (Criteria B/2/2), a pioneering female real estate developer whose offices were located in the building. It is also significant under Criteria C/3/3 as an excellent representative of the Renaissance Revival and Gothic Revival styles and as the work of master architect William Douglas Lee. Its associated period of significance is 1926 to 1930. Due to its listing in the NRHP, the building was not reevaluated for this study.

Figure 7-27. Textile Center Building, South and East Elevations



Source: Rincon 2018

Santee Public Garage/840 South Santee Street, Los Angeles (*P-19-173221)
Map Reference No. 4-039

The Santee Public Garage Building is a 6-story parking garage featuring characteristics of the Gothic Revival style. Constructed in 1926, the building was designed by the architecture firm of Burnett and Dodge and constructed by Pinner Masonry and Construction Company. While the Santee Public Garage Building is listed in the California State OHP Historical Resources Inventory with a '3S' CHR status code ("Appears eligible for the [National Register] as an individual property through survey evaluation"), the records search conducted for this study did not produce previous documentation associated with the property.

SurveyLA identified the building as eligible for listing in the NRHP, CRHR and as a City of Los Angeles HCM under Criteria A/1/1 as an excellent example of a 1920s parking structure in downtown Los Angeles and one of the earliest examples of a parking structure in the city, and under Criteria C/3/3 for its architectural merit, as it features the distinctive characteristics of the Gothic Revival style. In concurrence with SurveyLA, the survey and research conducted for the current study indicate the building remains eligible for listing in the NRHP, CRHR and as a City of Los Angeles HCM under Criteria A/1/1 and C/3/3. The building's period of significance for Criteria A/1/1 is 1926-1960, corresponding with its date of construction and the SurveyLA-defined period of significance for properties under the theme "Car and Car Services, 1910-1960s" in the City of Los Angeles. The property's period of significance for Criteria C/3/3 is 1926, its date of construction.

Figure 7-28. Santee Public Garage, North Elevation



Source: Rincon 2020

Southern California (So.Cal.) Gas Complex/810-830 South Flower Street, Los Angeles (*P-19-187004)

Map Reference No. 3-029

Constructed in stages between 1925 and 1959, the Southern California Gas Complex consists of four buildings designed in a variety of architectural styles. The complex is listed in the NRHP (listed 2004), CRHR, and as City of Los Angeles HCM No. 789. The property is significant under Criteria A/1/1 for its association with the Southern California Gas Company, a utility company that played an important role in the development of greater Los Angeles. The period of significance associated with Criteria A/1/1 is 1925-1954. The buildings located at 810 and 820 South Flower are eligible under Criteria C/3/3, both as excellent examples of their respective architectural styles and as works of master architects. The building located at 810 South Flower was designed in the Renaissance Revival Style by Parkinson & Parkinson and 820 South Flower in the Streamline Moderne style by Robert V. Derrah. The associated period of significance for Criteria C/3/3 is 1925 to 1941. Following its nomination for the NRHP, the HCM nomination clarified that 800 South Flower was also eligible under Criteria C/3/3/ as a work of master architect A.C. Martin. Due to the property's 2004 listing in the NRHP, it was not reevaluated for this study.

Figure 7-29. So.Cal. Gas Complex, View from the North



Source: Rincon 2018

Gans Brothers Building/812 South Spring Street, No. 5, Los Angeles

Map Reference No. 3-019

Located at 812 South Spring Street, the Gans Brothers Building is an eight-story commercial building designed in the Classical Revival style. The narrow building has nearly identical facades that face South Spring and South Main Streets in downtown Los Angeles. Indicative of its style, it features classically inspired detailing that includes an exaggerated denticulated cornice. Constructed in 1914, it was designed by architect George E. Barber for property owner Alexander Meyer. It is named after its original tenant, Gans Brothers Electrical Contractors, who occupied the building from 1914 to 1923.

The building listed as City of Los Angeles HCM No. 737 under local Criterion 3 as a distinctive example of the Classical Revival style. Although previously evaluated at the local level, prior to this study, the property had not been previously evaluated for listing in the NRHP or CRHR. While the property retains sufficient integrity for local designation under Criterion 3 for its architectural merit, alterations that include the replacement of all windows and the modification of ground-story commercial entries have reduced its integrity such that it does not meet integrity thresholds for listing in the NRHP or CRHR.

Figure 7-30. Gans Brothers Building, East Elevation



Source: Rincon 2018

Great Republic Life Building/756 South Spring Street, Los Angeles (*P-19-173226)

Map Reference No. 3-015

The Great Republic Life Building is 13-story commercial building constructed in the Beaux-Arts style in 1923. Designed by renowned master architects Albert R. Walker and Percy A. Eisen, the building was listed as City of Los Angeles HCM No. 957 in 2009. The building derives its significance from its association with the commercial and financial development of Spring Street in the early twentieth century (Criterion 1) and for its architectural merit (Criterion 3), as both an excellent example of the Beaux-Arts style and as a significant work of the partnership of master architects Albert R. Walker and Percy A. Eisen. In addition to its local designation, it was evaluated in 1983 and recommended eligible for listing in the NRHP for its architectural merit.

For the current study, the property was resurveyed; since the property was last evaluated in 2009, there have been no substantial alterations and there is no evidence to suggest it would no longer be eligible for federal designation under NRHP Criterion C and local Criteria 1 and 3. The current study additionally recommends the subject property eligible for the CRHR under Criteria 1 and 3.

Figure 7-31. Great Republic Life Building, South and West Elevations



Source: Rincon 2018

Hotel Bristol/423 West 8th Street, Los Angeles (*P-19-172418)

Map Reference No. 3-008

The Hotel Bristol was constructed in 1906 by noted Los Angeles architect Fred R. Dorn. Designed in the Beaux-Arts style, the seven-story building incorporates many of the character-defining features of the style and includes a marquee with neon lettering. SurveyLA identified the building as eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 1/1 as an excellent reflection of early twentieth century patterns of commercial development in the central business district of downtown Los Angeles and under Criteria 3/3 as an excellent example of Beaux Arts-style commercial architecture and as the work of notable Los Angeles architect Fred R. Dorn.

From the survey and archival research performed for this study, Rincon concurs that the property is eligible at the state and local levels, but due to the extensive alteration of its ground-floor storefronts, one of its primary character-defining features, it does not appear to meet integrity thresholds for listing in the NRHP. The property is recommended as ineligible for listing in the NRHP.

Figure 7-32. Hotel Bristol, South Elevation



Source: Rincon 2018

Hotel Lindley; Golden Gopher/419½ West 8th Street, Los Angeles

Map Reference No. 3-009

At 419½ West 8th Street, the Hotel Lindley is a three-story commercial building with vernacular and Italianate-style architectural elements. Built in 1905, SurveyLA identified the building as eligible for listing in the CRHR and for local designation under Criteria 3/3 as a rare example of an early twentieth-century, single-resident-occupancy hotel in downtown Los Angeles. SurveyLA also identified the building as an eligible HCM under local Criterion 1 as the long-term location of the Golden Gopher bar, a significant business in the identity of downtown Los Angeles. The property was resurveyed for this study, which found it has not been significantly altered since it was last surveyed in 2016. It is thus recommended eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 3/3 and Criterion 1.

The property does not appear eligible for listing in the NRHP. While it remains a rare example of an early twentieth-century single-resident-occupancy hotel in downtown Los Angeles, the archival research conducted for this study indicated that the building's storefront was remodeled several times in the twentieth century, including most recently with the extensive application of tile wall cladding and non-original signage. In addition, its original parapet was altered in 1950. These alterations have reduced the building's integrity such that it no longer meets eligibility thresholds for listing in the NRHP and therefore is recommended ineligible.

Figure 7-33. Hotel Lindley; Golden Gopher, South Elevation



Source: Rincon 2018

801 South Flower Street, Los Angeles

Map Reference No. 3-004

Constructed in 1931, 801 South Flower Street is a five-story commercial building designed in the Public Works Administration Moderne style by noted Los Angeles architect Edwin Bergstrom. SurveyLA identified the building as eligible for listing in the CRHR and for local designation under Criteria 3/3 as an example of Public Works Administration Moderne commercial architecture in downtown Los Angeles and is the work of master architect, Edwin Bergstrom.

The survey completed for this study concludes that the building has not been significantly altered since it was last surveyed. As such, it is recommended eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 3/3. Despite this eligibility, alterations over the decades have reduced its historic integrity such that it does not meet eligibility thresholds for the NRHP listing. Alterations include the replacement of original windows and doors throughout and the modification of all ground-story storefronts to include stucco and stacked-bond brick cladding. The building is recommended ineligible for listing in the NRHP.

Figure 7-34. 801 South Flower Street, North and East Elevation



Source: Rincon 2018

752 South Main Street, Los Angeles

Map Reference No. 3-018

Located at 752 South Main Street, this four-story Beaux Arts-style hotel building was constructed in 1913 as the Hotel Huntington. The building was constructed amid a boom in downtown commercial hotel construction that accompanied the wider growth of the city's commercial core in the early twentieth century (SurveyLA 2017). The property was previously identified in 2016 as part of SurveyLA and identified as eligible for individual listing in the CRHR and as a city HCM under Criteria 1/1 and 3/3.

The survey completed for this study found that the building has not been significantly altered since it was last surveyed. As such, it is recommended eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 1/1 for its association with and reflection of early patterns of commercial development in Los Angeles' central business district and under Criteria 3/3 as an example of an early twentieth century hotel in downtown Los Angeles embodying the characteristics of the property type. Despite this eligibility, the research conducted for this study indicates that alterations, including the wholesale replacement of original windows and modifications to ground-story commercial storefronts, have resulted in diminished integrity of design, materials, and workmanship. The property does not appear to meet significance thresholds for NRHP listing and is therefore recommended as ineligible.

Figure 7-35. 752 South Main Street, South and West Elevations



Source: Rincon 2018

801 South Los Angeles Street, Los Angeles

Map Reference No. 3-021

Located at 801 South Los Angeles Street, this nine-story vernacular industrial loft building was constructed in 1923 for the McComas Dry Goods Company, purveyors of knit items and dry goods in the early twentieth century. Although vernacular, the building is detailed with Beaux Arts-style features. SurveyLA identified it as eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 1/1/ for its association with the early development of the garment industry in downtown Los Angeles and Criteria 3/3 as an intact example of a garment factory. The survey and research conducted for the current study indicate that alterations to the building over the decades include modifications to its original cornice and primary entry. While it remains eligible for listing in the CRHR and local designation, alterations have reduced its integrity such that it does not retain sufficient integrity for listing in the NRHP and is therefore recommended as ineligible.

Figure 7-36. 801 South Los Angeles Street, South and East Elevations



Source: Rincon 2018

809 South Los Angeles Street, Los Angeles

Map Reference No. 3-022

Located at 809 South Los Angeles Street, this three-story Beaux Arts-style commercial building was constructed in 1919 by noted Los Angeles architect Richard D. King. SurveyLA identified the building as eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 3/3 as a representative example of Beaux-Arts commercial architecture in downtown Los Angeles. In concurrence with SurveyLA, the survey and research conducted for the current study indicate that the building remains eligible for listing in the CRHR and as a City of Los Angeles HCM under Criteria 3/3. Despite eligibility for local and state designation, the building is recommended ineligible for listing in the NRHP due to compromised integrity. Alterations to the building include the replacement of many original windows, modification of ground-story commercial storefronts, and the application of a sign that largely obscures its primary elevation.

Figure 7-37. 809 South Los Angeles Street, East Elevation



Source: Rincon 2018

801 South Spring Street, Los Angeles

Map Reference No. 3-014

The 11-story Beaux Arts-style commercial building at 801 South Spring Street was constructed in 1922 by noted Los Angeles architect Loy L. Smith. SurveyLA previously identified the building as eligible for listing in the NRHP, CRHR, and local historic designation under Criteria C/3/3 as an excellent example of the Beaux-Arts architecture in downtown Los Angles and as a work of noted Los Angeles architect Loy L. Smith. The survey and research conducted for the current study concurs with the previous survey findings. It is recommended eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 for its architectural merit. It possesses many of the features identified in the SurveyLA Citywide Historic Context Statement as characteristic of the style; these include a tripartite form and detailing such as prominent cornices at the mezzanine level and top floor and concrete veneer designed to resemble masonry construction.

Figure 7-38. 801 South Spring Street, North and East Elevations

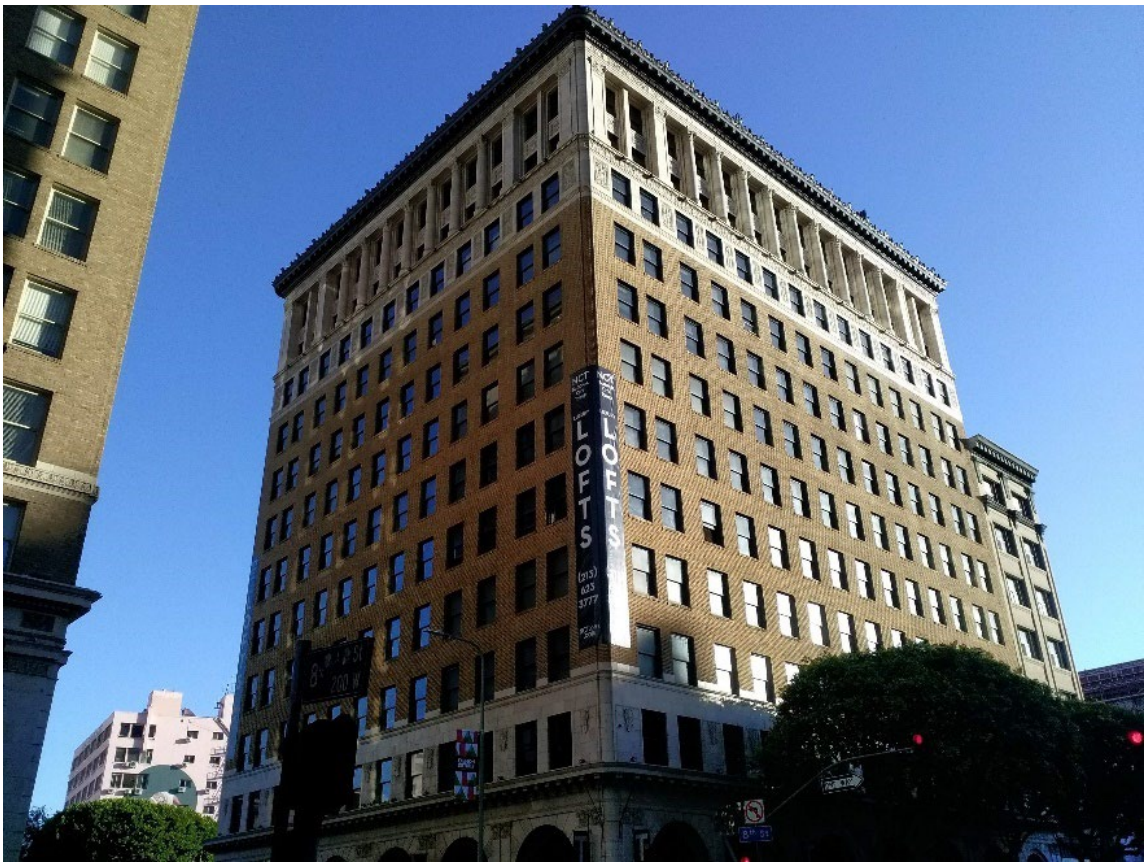


Source: Rincon 2018

National City Bank Building/810 South Spring Street., Los Angeles (*P-19-173227)
Map Reference No. 3-017

The National City Bank Building is a 12-story commercial building designed in the Renaissance Revival style by renowned architectural partnership Walker and Eisen and constructed by the Edwards, Widey and Dixon Company in 1924. The building is listed as City of Los Angeles HCM No. 871 for its architectural merit. It was additionally evaluated in 1983 and recommended eligible for the NRHP for its architectural significance as a representative example of commercial architecture in the early twentieth century. Featuring many of the character-defining features of the Renaissance Revival style, including such classical detailing as decorative capitals, a bracketed cornice, and Corinthian columns, and possessing a high level of historic integrity, this study recommends the building eligible for listing in the NRHP and CRHR under Criteria C/3 as an excellent example of a Renaissance Revival-style commercial building in downtown Los Angeles and a work of noted architectural firm Walker and Eisen.

Figure 7-39. National City Bank Building, North and West Elevations



Source: Rincon 2018

General Petroleum Corporation Parking Garage /757 South Flower Street, Los Angeles
Map Reference No. 3-002

757 South Flower Street, the General Petroleum Corporation Parking Garage, was designed by Walter Wurdeman & Welton Becket as a parking structure for General Petroleum Corporation in 1949. The building was the first to be constructed in response to a 1946 City of Los Angeles ordinance requiring new commercial buildings to provide parking. The seven-story structure features vernacular and Streamline Moderne-style architectural elements. Designed by noted Los Angeles-based architects Wurdeman and Becket, it features an innovative corkscrew configuration that was the first of its kind. SurveyLA identified the building as eligible for listing in the NRHP, CRHR, and for local designation under Criteria A/1/1 and C/3/3. The survey and research conducted for this study affirm SurveyLA's finding that the parking garage is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 for its association with the post-World War II rise of automobile travel and under Criteria C/3/3 as an innovative and intact example of the parking garage property type.

Figure 7-40. General Petroleum Corporation Parking Garage, South and East Elevations



Source: Rincon 2018

The Olympic Theater/313 West 8th Street, Los Angeles

Map Reference No. 3-013

The Olympic Theater is a two-story former movie theater designed in the Renaissance Revival style. Built in 1917 as a cafe and converted to a theater in 1927, the building retains a blade sign with neon illumination that reads "OLYMPIC." In continuous operation from 1927 to 1986, the building is identified by SurveyLA as eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria A/1/1. The survey and research conducted for this study confirm SurveyLA's finding that the Olympic Theater is eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1. Evaluated within the Context/Theme/Property Type combination: Entertainment Industry, 1908-1980/Commercial Properties Associated with the Entertainment Industry, 1908-1980/Movie Theater, the building is an excellent example of a 1920s motion picture theater in downtown Los Angeles associated with the early history of the entertainment industry.

Figure 7-41. The Olympic Theater, South Elevation



Source: Rincon 2018

Commercial Exchange Building/416 West 8th Street, Los Angeles (*P-19-173243)

Map Reference No. 3-010

Constructed of brick and trimmed with terracotta, the Commercial Exchange Building is a 12-story commercial building designed in the Beaux-Arts architectural style. Constructed in 1924, the property was previously evaluated in 1983 and recommended eligible for listing in the NRHP in the area of architecture. The 1983 evaluation sited the building's high quality of design, its innovative engineering, and its status as an excellent example of commercial architecture in downtown Los Angeles to support eligibility (Starzak and Heuman 1983). The property was subsequently identified by SurveyLA and found eligible for listing in the NRHP, CRHR, and as a city HCM under Criteria C/3/3 for its architectural merit and as work of prominent Los Angeles-based architecture firm Walker and Eisen. The survey conducted for the current study indicated that since the property was last evaluated, there have been no visible alterations and there is no evidence to suggest it would no longer be eligible for federal, state, or local designation. The current study recommends the property eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 as an excellent and intact example of the Beaux-Arts style as applied to a commercial property in downtown Los Angeles. The building possesses many of the defining features of the Beaux-Arts style, including its tripartite form, terracotta decorative elements, and use of brick and linteled openings; it retains a high degree of historic integrity.

Figure 7-42. Commercial Exchange Building, North and West Elevations



Source: Rincon 2018

The Walter Building and Dairy Supply Building/508 East 8th Street, Los Angeles

Map Reference No. 4-007

508 East 8th Street includes adjoining multi-story industrial loft buildings that form an L-shaped plan and possess similar utilitarian-style design. Located at the southeast corner of East 8th and Wall Streets, the eight-story Walter Building (508 East 8th) is adjacent to the Dairy Supply Building (514 East 8th), which is six stories tall. The buildings feature a vertical emphasis expressed in their rows of industrial steel sash windows. SurveyLA identified the property as eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria C/3/3 for its architectural merit. The survey and research conducted for this study indicate that since it was last surveyed, the subject property has not been visibly altered. In concurrence with previous findings, the current study recommends the property eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3. It retains a high degree of historic integrity and is an excellent example of the industrial loft property type in downtown Los Angeles.

Figure 7-43. The Walter Building, North and West Elevations



Source: Rincon 2018

Air Raid Siren No. 5/West 8th and Hope Streets, Los Angeles

Map Reference No. 3-006

Air Raid Siren #5 is a Federal Model SD-10 siren located at the southeast corner of West 8th and South Hope Streets in downtown Los Angeles. Cylindrical in shape, the "wire spool"-type siren is housed in a metal protective housing with a conical top. It is mounted on a freestanding steel pole measuring an estimated 30 feet in height. A series of metal pole steps begins at about 10 feet above ground level and leads to a service platform with steel rails and a steel-grate floor. It does not appear altered and is in good condition.

Erected ca. 1950, SurveyLA identified the structure as eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria A/1/1 and C/3/3. The current survey update indicated that since the structure was last surveyed, it has not been visibly altered. The current study recommends the structure eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 as military infrastructure associated with World War II and the Cold War era, and under Criteria C/3/3 as an example of a "wire spool"-type siren on a freestanding pole.

Figure 7-44. Air Raid Siren No. 5, View from the Southwest



Source: Rincon 2018

Air Raid Siren No. 10/South Los Angeles and West 8th Street, Los Angeles

Map Reference No. 4-001

Air Raid Siren No. 10 is a Federal Model SD-10 siren located at the southeast corner of West 8th and South Los Angeles Streets in downtown Los Angeles. Cylindrical in shape, the "wire spool"-type siren is housed in a metal protective housing with a conical top. It is mounted on a freestanding steel pole measuring an estimated 30 feet in height. Metal pole steps begin at about 10 feet above ground level and lead to a service platform with steel rails and a steel-grate floor. It does not appear altered and is in good condition.

Erected ca. 1950, SurveyLA identified the structure as eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria A/1/1 and C/3/3. The current survey update indicates that since the structure was last surveyed, it has not been visibly altered. The current study recommends the structure eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 as military infrastructure associated with World War II and the Cold War era, and under Criteria C/3/3 as an example of a "wire spool"-type siren on a freestanding pole.

Figure 7-45. Air Raid Siren No. 10, View from the Northeast



Source: Rincon 2018

Air Raid Siren No. 65/Wilde Street and Central Avenue, Los Angeles

Map Reference No. 2-015

Air Raid Siren No. 65 is a Federal Model SD-10 siren located on the sidewalk along Wilde Street between Central Avenue and Kohler Street. Cylindrical in shape, the "wire spool"-type siren is housed in a metal protective housing with a conical top. It is mounted on a freestanding steel pole measuring an estimated 30 feet in height. Metal pole steps begin at about 10 feet above ground level and lead to a service platform with steel rails and a steel-grate floor. It does not appear altered and is in good condition.

Erected ca. 1950, SurveyLA identified it as eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria A/1/1 and C/3/3. The current survey update indicates that since the structure was last surveyed, it has not been visibly altered. It is recommended eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 as military infrastructure associated with World War II and the Cold War era, and under Criteria C/3/3 as an example of a "wire spool"-type siren on a freestanding pole.

Figure 7-46. Air Raid Siren No. 65, View from the North



Source: Rincon 2018

740-746 Towne Avenue, Los Angeles

Map Reference No. 4-021

740 and 746 Towne Avenue are two contiguous parcels that function historically as a single property for Gust Picoulas & Co. The building located at 746 Towne Avenue includes a single-story, rectangular-planned industrial building constructed in 1929. The building located at 740 Towne Avenue includes a single-story industrial building constructed in 1971 as a warehouse and office.

The property has not been previously evaluated for historic significance. As a result of the current study, it is recommended eligible for listing in the CRHR under Criterion 1 at the local level of significance and as a City of Los Angeles HCM under Criterion 1. The property is significant as the long-term location of a business important to the commercial identity of downtown Los Angeles and as a rare surviving example of a commercial establishment linked to the early Greek American community of Los Angeles. Operating on the property from 1928 to 1996, Gust Picoulas & Co. was established by Greek immigrant Gust Picoulas who arrived in Los Angeles via Ellis Island, New York, circa 1905, and began his career as a fruit dealer, eventually establishing a nut roasting and wholesale business at 746 Towne Avenue (Ancestry.com var, Stsophia.org 2018). Heirs of Picoulas operated Gust Picoulas & Co. from the property until 1996. Although the Picoulas family no longer operates Gust Picoulas & Co, the company and the building on the property retain the family name and the family remains associated with the property in ownership. The property is recommended eligible under the SurveyLA CTP combination: Commercial Development, 1850-1980/ Commercial Identity, 1920-1980/Commercial. Although eligible for local designation and for listing in the CRHR, the property's historic integrity has been somewhat compromised due to the infill of many of its large commercial window openings. It is therefore recommended ineligible for listing in the NRHP due to integrity considerations.

Figure 7-47. 740-746 Towne Avenue; Southern Building, South and West Elevations

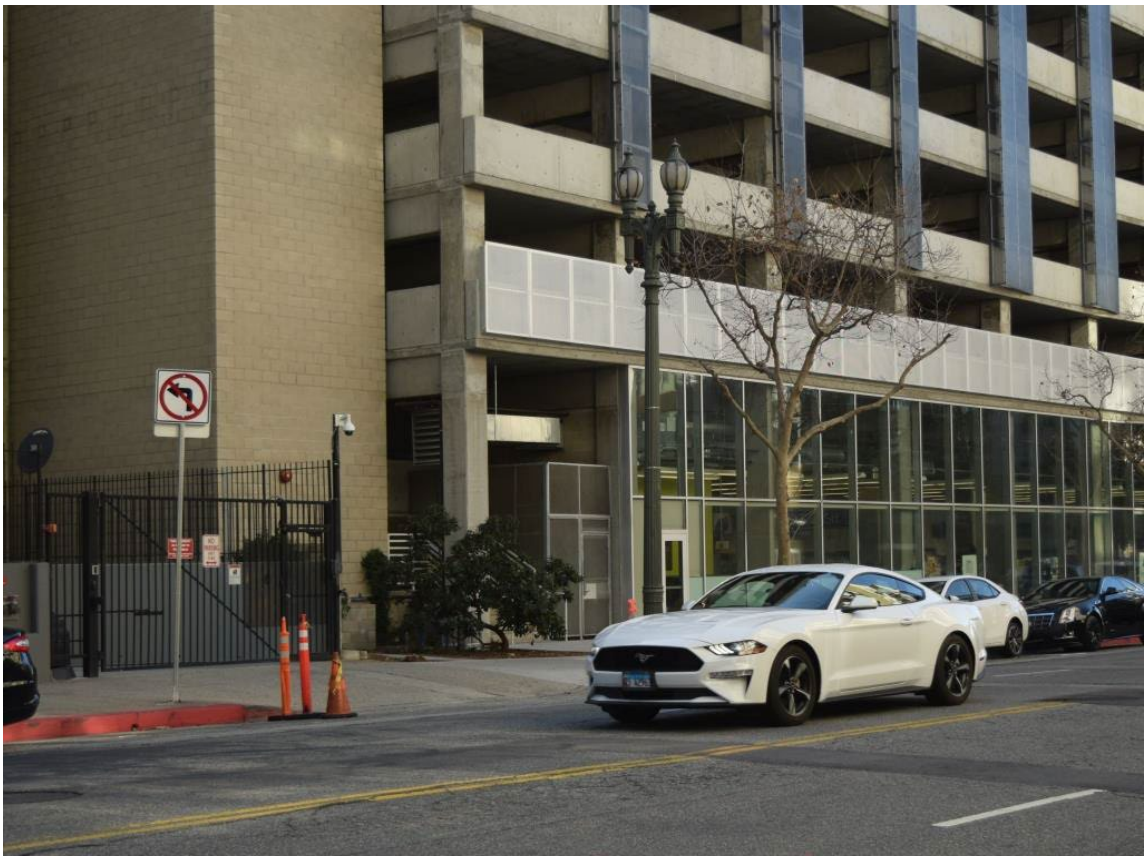


Source: Rincon 2018

South Hope Street Streetlights/South Hope Street at West 8th Street, Los Angeles
Map Reference No. 3-007

Erected in the mid-1920s, the South Hope Street streetlights are a grouping of ornamental light fixtures that line both sides of South Hope Street between 8th Street and Venice Boulevard in downtown Los Angeles. Featuring dual lamps and ornamental detailing, hundreds of lights of this type were installed in the 1920s on the major downtown thoroughfares of Los Angeles. They are what is referred to as the "UM-1906 type," the most common variation of dual upright lamp electrolier. The South Hope Street streetlights were identified by SurveyLA as eligible for listing as a City of Los Angeles HCM in 2016, but do not appear to meet the threshold of significance for listing in the NRHP or CRHR. Furthermore, they do not appear to be eligible for listing as contributing elements to a streetscape or boulevard plan due to continuous alterations and modern improvements to the existing streetscape. They are locally significant under Criterion 1 in the context of Government Infrastructure and Services (1850-1890) and under Criterion 3 as representative examples of their type.

Figure 7-48. South Hope Street Streetlights, East Side of Hope Street, South-facing



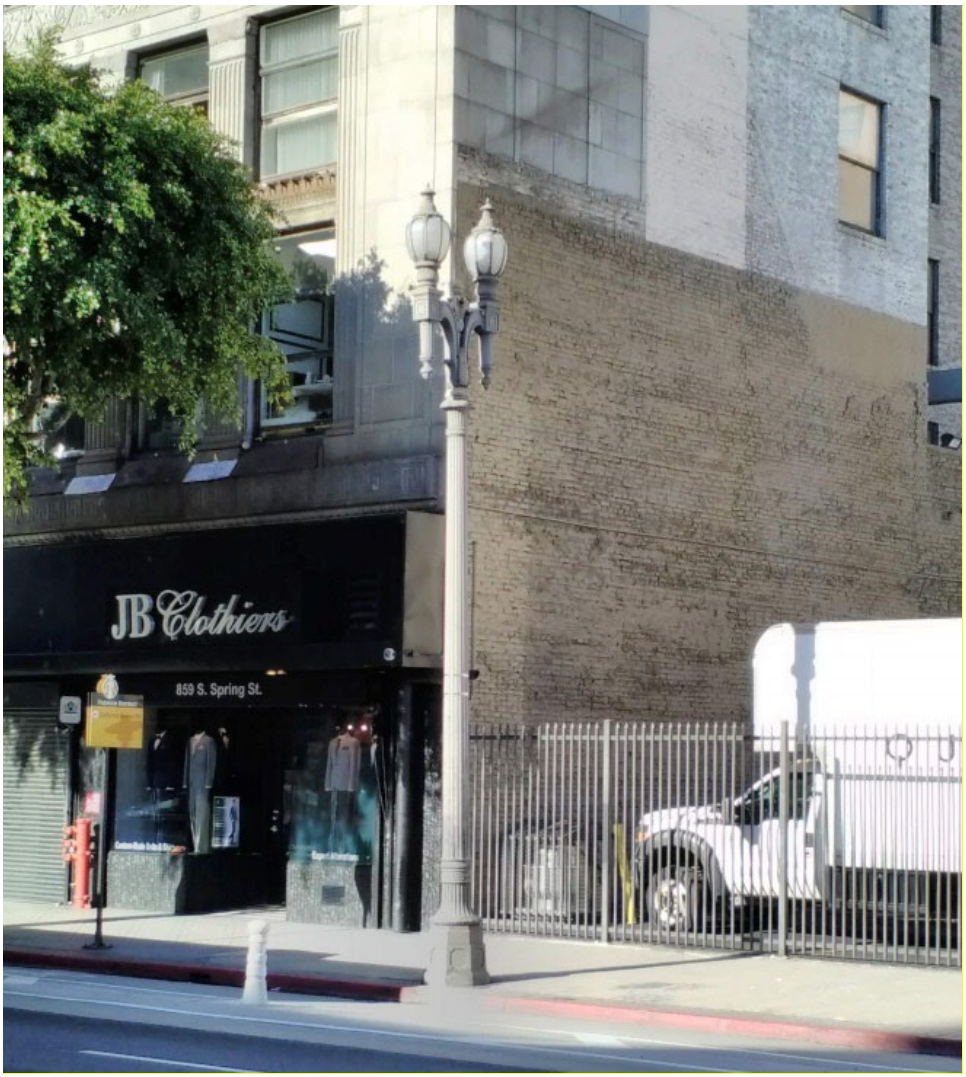
Source: Rincon 2018

South Main Street Streetlights, Los Angeles

Map Reference No. 3-016

Erected in the mid-1920s, the South Main Street streetlights are a collection of light fixtures, dual upright lamp electroliers, lining Main Street between Aliso and 8th Street in downtown Los Angeles. Featuring dual lamps and ornamental detailing, the South Main Street streetlights are what is referred to as UM-1906 type, the most common variation of dual upright lamp electrolier, hundreds of which were installed in the 1920s on Los Angeles' major downtown thoroughfares. The streetlights were identified by SurveyLA as eligible for listing as a City of Los Angeles HCM in 2016, but do not appear to meet the threshold of significance for listing in the NRHP and CRHR. Furthermore, they do not appear to be eligible for listing as contributing elements to a streetscape or boulevard plan due to continuous alterations and modern improvements to the existing streetscape. They are locally significant under Criterion 1 in the context of Government Infrastructure and Services (1850-1890) and under Criterion 3 as representative examples of their type.

Figure 7-49. South Main Street Streetlights; West Side of Main Street, Southwest-facing



Source: Rincon 2018

Air Raid Siren No. 70/East 24th Street and Long Beach Avenue, Los Angeles
Map Reference No. 6-020

Air Raid Siren No. 70 is a Federal Model SD-10 siren located at the southeast corner of Long Beach Avenue and 24th Street. Cylindrical in shape, the "wire spool"-type siren is housed in metal protective housing with a conical top. It is mounted on a freestanding steel pole measuring an estimated 30 feet in height. Metal pole steps begin at about 10 feet above ground level and lead to a service platform with steel rails and a steel-grate floor. It does not appear altered and is in good condition.

Erected ca 1950, SurveyLA identified it as eligible for listing in the NRHP, CRHR, and for local historic designation under Criteria A/1/1 and C/3/3. The current survey update indicated that since the structure was last surveyed, it has not been visibly altered. It is recommended eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria A/1/1 as military infrastructure associated with World War II and the Cold War era and Criteria C/3/3 as an example of a "wire spool"-type siren on a freestanding pole.

Figure 7-50. Air Raid Siren No. 70, South-facing



Source: Rincon 2018

6231 Maywood Avenue, Huntington Park

Map Reference No. 13-001

6231 Maywood Avenue is a large rectangular parcel located along Maywood Avenue, adjacent to the Santa Fe Railroad corridor, in Huntington Park. A sprawling warehouse, the building and several ancillary structures feature Art Deco-inspired detailing. Initially developed in 1930 as a single warehouse for use as a paint factory by Superior Paint and Lacquer Company (Superior), a Michigan-based manufacturer and distributor of paints and lacquers, that expanded into the Los Angeles market in the early 1920s. According to city directories, the company maintained several locations throughout the Los Angeles region in the 1920s and 1930s; the company owned and operated the subject property from 1930 through 1962, expanding its building footprint significantly in the 1940s. Superior sold the property to O'Brien Paint Corporation in 1962, a Los Angeles-based company founded in 1917 by Frederick J. O'Brien. The property appears to have been used by Cal-Pac Chemical Company, established in 1955 and previously located at 1931 East 65th Street in Los Angeles, from at least 1987 to the present.

The property is recommended eligible for listing in the CRHR and the Huntington Park Historic Register under Criteria C/3 for its architectural merit as a unique example of the Art Deco style as applied to the industrial building property type in Huntington Park. It features smooth stucco-clad exterior wall surfaces and pronounced verticality and balanced composition primarily from the fluted, engaged piers that symmetrically divide its elevations. It features multi-light steel casement windows and recessed openings. Although the building was constructed progressively, a concerted effort was made to remain consistent with architectural detailing. While Huntington Park includes many good examples of the Art Deco style, the subject property is rare in its application of style to an industrial property. Although eligible for local and state designation, the property is recommended ineligible for listing in the NRHP due to a reduction of its integrity stemming from alterations that include the infill of original window openings and the utilitarian addition at the rear of the building.

Figure 7-51. 6231 Maywood Avenue, East Elevations



Source: Rincon 2018

Pueblo del Rio/5024 Holmes Avenue, Los Angeles (*P-19-188179)
Map Reference No. 8-013

Pueblo del Rio is a 17.5-acre housing complex composed of 57 two-story, multi-family dwellings designed with International Style architectural elements. Built between 1941 and 1944, the property's overall plan, which features superblock site planning, the integration of communal greenspace, and the separation of vehicle and pedestrian traffic, derives from Garden City planning principles. The property was determined eligible for listing in the NRHP in 2002 and is listed in the CRHR (Project Reference Number: DOE-19-02-0023-0000). SurveyLA also identified Pueblo del Rio as eligible for listing as a City of Los Angeles HCM. It is significant under Criteria A/1/1 as an early Los Angeles public housing project and for its associations with mid-twentieth century city planning practices and welfare policies. It is significant under Criteria C/3/3 as an example of International Style architecture and Garden City community planning. Furthermore, the complex is notable as the product of collaboration among influential Modernist architects Paul R. Williams, Richard Neutra, Adrian Wilson, Gordon B. Kaufmann, Walter Wurdeman, and Weldon Becket, along with landscape architect Ralph D. Cornell. Its period of significance is 1941 to 1944, corresponding to the years of construction for the original complex and its annex. Due to its previous determination of eligibility for listing in the NRHP, the property was not reevaluated for this study.

Figure 7-52. Pueblo del Rio, Taken from the Intersection of Long Beach Avenue and East 55th Street, Northwest-facing



Source: Rincon 2018

1600 Compton Avenue, Los Angeles

Map Reference No. 6-006

1600 Compton Avenue consists of two industrial buildings located at 1600 East 16th Street. It is a one-story warehouse building constructed in phases and designed in a utilitarian style with minimal Art Deco-style decorative elements. Situated adjacent to the south is 1620 Compton Avenue, which rises two stories and possesses a Streamline Moderne-style design. The subject buildings have been associated historically with industrial laundry and garment and linen rental services. In 2015, the property was identified by SurveyLA as eligible for listing in the NRHP, CRHR, and for designation as a City of Los Angeles HCM under Criteria C/3/3. The current survey update of the property indicated that since it was last surveyed, it has not been visibly altered. In concurrence with previous survey findings, the current study recommends the property eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 as an excellent example of the Streamline Moderne style applied to an industrial property.

Figure 7-53. 1600 Compton Avenue, West Elevation



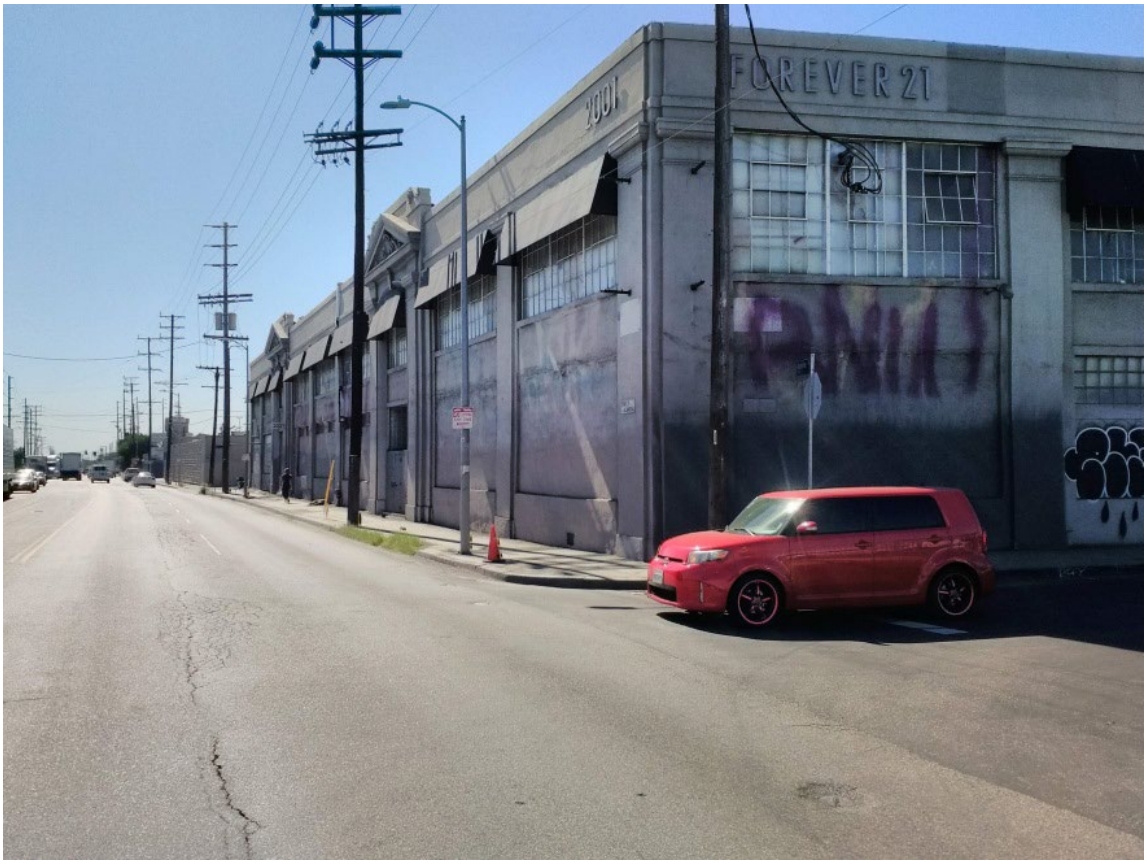
Source: Rincon 2018

Mack International Motor Truck Corporation/2001 South Alameda Street, Los Angeles (*P-19-188191)

Map Reference No. 6-014

Occupying an entire city block along Long Beach Avenue and East Washington Boulevard, the Mack International Motor Truck Corporation building, constructed in 1925, is a two-story daylight factory building featuring utilitarian- and Neoclassical-style architectural elements. The property was identified by SurveyLA in 2015 and recommended eligible for listing in the NRHP, CRHR, and for designation as a City of Los Angeles HCM under Criteria C/3/3 as an excellent example of the daylight factory property type. The survey conducted for this study concluded that the property has not been visibly altered since it was last surveyed. Possessing many of the features that define the daylight factory property type, including the banks of multi-light metal-framed window sashes and specialized roof forms designed to take advantage of natural light and provide ventilation, the property is recommended eligible for listing in the NRHP, CRHR, and as a City of Los Angeles HCM under Criteria C/3/3 as an excellent example of a daylight factory.

Figure 7-54. Mack International Motor Truck Corporation, West Elevation



Source: Rincon 2018

Randolph Substation/Randolph Street, Huntington Park

Map Reference No. 11-016

Located on Randolph Street near its intersection with Bissell Place in Huntington Park, the Randolph Substation contains the standard components of an electrical substation, including banks of transformers and a single building on the west-central portion of the property. The building is identifiable in its relation to SCE as a civic type-library 3 model substation building, of which nine are extant (Alon, Cardiff, Carmenita, Casitas, Genesha, Hathaway, Lancaster, Randolph, and San Dimas). Characteristic of a civic type-library 3 model substation building, it was designed in a Stripped Classical Revival style. The single-story, rectangular-planned building sits on a reinforced concrete slab. Cladding includes both exposed concrete and brick. Metal windows and wood doors are placed symmetrically throughout. The building is topped with a hipped roof clad in clay tile.

The Randolph Substation building is recommended eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 as an intact example of a SCE substation building. The building was designed and constructed as part of SCE's architecture program before 1949. It is identifiable as a civic type-library 3 model substation building designed in a simplistic version of the Classical Revival style. It features a concrete base, brick walls, symmetrically placed rectangular doors and windows, and a hipped clay tile roof. It retains all seven aspects of integrity and has been consistently used as a substation building since the time of its construction (Williams 2018).

Figure 7-55. Randolph Substation



Source: SCE 2019

Cudahy Substation/Salt Lake Avenue, Cudahy

Map Reference No. 15-032

Located between Salt Lake Avenue and Elizabeth Street east of Otis Avenue in Cudahy, the Cudahy Substation contains the standard components of an electrical substation, including banks of transformers throughout. One historic period building, identifiable in its relation to SCE as a civic type-library 2 model substation building, is sited on the southwestern portion of the property. Three civic type-library 2 model substation buildings are known to remain in the region, Cudahy, Santa Fe Springs, and Signal Hill. Characteristic of a civic type-library 2 model substation building, it was designed in a version of the Classical Revival style with a concrete base, brick walls, and a tile-clad roof.

The Cudahy Substation building is recommended eligible for listing in the NRHP and CRHR under Criteria C/3 as an intact example of a SCE substation building. The building was designed and constructed as part of SCE's architecture program before 1949. It is identifiable as a civic type-library 2 model substation building designed in a simplistic version of the Classical Revival style. It retains all seven aspects of integrity and has been consistently used as a substation building since the time of its construction. The substation property includes one additional utilitarian concrete block constructed building sited to the southeast that was added to the property between 1954 and 1963 and does not contribute to its significance.

Figure 7-56. Randolph Substation



Source: Rincon 2022

Southern California Edison Long Beach-Laguna Bell 60kV and 220 kV Transmission Lines (*P-19-192309)

Map Reference No. 18-016

The SCE Long Beach-Laguna Bell 60 kilovolt (kV) and 220kV transmission lines comprise two 60kV transmission lines and one 220kV transmission line. Suspended from a series of lattice steel towers, the lines initiate at the Long Beach Generation Station Substation on Terminal Island in Long Beach and terminate approximately 9.5 miles north at the Laguna Bell Substation in Los Angeles County. The transmission lines were constructed in 1927 and 1928 to connect the Long Beach Steam Station and the Big Creek Hydroelectric System, establishing the backbone of the SCE 220 to 66kV system. Their construction represents a significant event in the development of SCE's electrical system.

The DPR forms associated with the lines indicate they constitute a property that has been determined eligible for listing in the NRHP by consensus through the Section 106 process and that the resource is listed in the CRHR ('2S2' CHR status code). The resource is additionally listed in the California OHP-maintained Built Environment Resources Directory (BERD) for Los Angeles County with a '2S2' CHR status code. The BERD indicates that the resource was evaluated on April 25, 2018, and provides the following evaluation identifier indicating that its evaluation was completed by the USACE in 2017: 'COE_2017_1127_002.'

The lines were found significant under Criteria A/1 as a central element of SCE's 220kV transmission system and under Criteria C/3 as innovatively designed transmission lines and for the design of their crossing at Cerritos Channel, a significant engineering feat. The established period of significance for the lines varies by voltage, as follows: 66kV and below, 1907-30; 67kV to 230kV, 1912-41. The period of significance for the Long Beach-Laguna Bell 66kV and 220kV Transmission Lines is 1928, the year construction was completed. Although surveyed, due to their determination of eligibility, they were not reevaluated for this study.

Figure 7-57. SCE's Long Beach-Laguna Bell 60kV and 220 kV Transmission Lines; Taken near their Intersection with Garfield Avenue, South-facing



Source: Rincon 2018

Los Angeles Department of Water and Power Boulder Lines 1 and 2 (*P-19-188983)

Map Reference No. 17-005

The Los Angeles Department of Water and Power Boulder Lines 1 and 2 consist of an approximately 270-mile course of 287.5 kV transmission lines between Hoover Dam and the City of Watts. Associated features include towers and lightning protection, conductors and associated hardware, transformer and switching stations, and an access road. Originally constructed in 1936, the lines are listed in the NRHP and CRHR under Criteria A/1 for their association with and the delivery of hydroelectric power generated at Hoover Dam to the greater Los Angeles area, which facilitated development in the area from the mid-1930s through the 1940s. The lines are additionally listed under Criteria C/3 as an exceptional accomplishment in the engineering of electrical transmission lines. Their period of significance begins in 1936, when construction of the lines was completed, and ends in 1953, the year steam-generated power began to supplant hydroelectric power. Although surveyed, due to their listing in the NRHP, the Los Angeles Department of Water and Power Boulder Lines 1 and 2 were not reevaluated for this study.

Figure 7-58. Los Angeles Department of Water and Power Boulder Lines 1 and 2, Taken near their Intersection with Rayo Avenue, West-facing



Source: Rincon 2018

Rancho Los Amigos Medical Center Historic District, Downey (*P-19-189330)

Map Reference No. 19-013

Rancho Los Amigos Medical Center Historic District is a 52-acre public health campus consisting of dozens of contributing buildings, landscaping elements, internal roadways, and other features constructed between 1888 and 1942. The hospital wards, bungalows, support buildings, and train station were designed in a range of architectural styles that include vernacular, Craftsman, and Mediterranean Revival. The property was determined eligible for listing in the NRHP in 1995 under Criterion A and is listed in the CRHR under Criterion 1 for its representation of the facility's evolution from its establishment as the County Poor Farm in the late nineteenth century to its conversion to a public hospital during the early to-mid-twentieth century. The period of significance for Rancho Los Amigos begins with its establishment in 1888 and concludes with the 1952 retirement of Superintendent William R. Harriman, who supervised the facility's transition to a medical hospital. In addition to its determination of eligibility as a historic district, many of the property's buildings, including the Administrative Building, Superintendent's House and Garage, Casa Consuelo, two buildings and a water tower associated with the Power Plant, and a complex consisting of the Dining Room, Staff Room/Commissary, and the Receiving Room, were also determined individually eligible for listing in the NRHP and CRHR under Criteria C/3.

Figure 7-59. Rancho Los Amigos Medical Center Historic District; Taken from Interior of Property, Northwest-facing



Source: Rincon 2018

Century Freeway-Transitway Historic District

Map Reference No. 21-027

The Century Freeway-Transitway Historic District is a linear historic district that encompasses roughly 18 miles of I-105 from California Street in El Segundo to Studebaker Road in Norwalk. The boundaries of the historic district are defined by the Caltrans ROW and include the Metro C Line (formerly referred to as the Green Line) and 10 freeway-related Metro C Line LRT stations; the bridges and ramps constructed as part of the interstate; and the interchanges that connect I-105 to I-405, I-110, I-710, and I-605. While the historic district extends well beyond the boundaries of the APE, the APE includes approximately 0.5 mile of the historic district inclusive of three overcrossings and one underpass (Figure 7-60).

The historic district was recorded and evaluated by Caltrans on DPR forms as part of the Historical Resources Survey Report for the I-105 ExpressLanes Project (Caltrans 2019) and in the Caltrans Condition Assessment Report for the Century Freeway-Transitway Historic District in 2019 (Smith and Harper 2019). In December 2019, Caltrans received concurrence from the California SHPO on its determination of NRHP and CHL eligibility for the historic district (Project Reference Number: FHWA_2019_1104_001). As a resource determined eligible for listing in the NRHP, the Century Freeway-Transitway Historic District was automatically listed in the CRHR. The following CHR status code was applied by Caltrans on the resource's DPR forms: '2D2:' Contributor to a district determined eligible for the National Register by consensus through the Section 106 process, Listed in the California Register.

Applying the NRHP Criteria for Evaluation, the historic district is significant under Criterion A as the focus of a landmark California environmental justice lawsuit. Additionally, it is considered significant as one of the last metropolitan interstate freeways to be completed as part of the interstate highway system. Under Criterion C, the historic district is significant for its integration of then-novel Information Technology Security features and design components, an integral LRT system and stations in the median, and limited intermodal interchanges. Its significance is not related to its aesthetic design. The historic district's period of significance spans 1968, when its design was initially prepared by Caltrans engineers, to 1995, when the construction of the Metro C Line in its median was completed. Due to its previous determination of eligibility for listing in the NRHP, the district was not reevaluated for this study.

Figure 7-60. East-Facing View of Century Freeway-Transitway Historic District



Source: Rincon 2020

Bellflower Pacific Electric Railway Depot/16336 Bellflower Boulevard, Bellflower (*P-19-186111)

Map Reference No. 28-008

Constructed ca. 1905, Bellflower Pacific Electric Railway Depot is a one-story building designed with minimal Classical Revival-style architectural elements. It has been subject to multiple previous evaluations resulting in findings of both eligibility and ineligibility for NRHP listing. The research conducted for this study indicates that since the time of its last evaluation, the building was restored from original plans in conformance with the Secretary Standards for Rehabilitation by John Heller, a historic architect with experience in Pacific Electric stations (City of Bellflower 2005). The present study found that the Bellflower Pacific Electric Railway Depot is eligible for listing in the NRHP and CRHR under Criteria A/1 for its direct association with the early transportation history of Southern California and Criteria C/3 for its embodiment of the distinctive characteristics of a purpose-built street railway depot.

Figure 7-61. Bellflower Pacific Electric Railway Depot, South Elevation



Source: Rincon 2018

10040 Flora Vista Street, Bellflower

Map Reference No. 28-009

10040 Flora Vista Street in Bellflower is an irregularly shaped parcel containing a single-family residence with a detached garage designed in the Storybook style, a style of architecture that emerged in the Los Angeles region during the 1920s alongside the growth of the film industry and expansion of the city during this period. The style was inspired in part by fairytales, the Hollywood film industry, and the artistry employed in movie sets. Described as an offshoot of Period Revival architecture, popular throughout the country during the same period, Storybook style referred to medieval northern European forms with whimsy and exaggeration. The roof was an important feature in expressing the character of the style, and building elevations often combined several materials. Its popularity resulted in a dilution of design elements by the 1930s. Although elements of the style vary greatly from home to home, some of the character-defining features include steeply pitched roofs; multiple gables; flared or rolled eaves; catslide roofs (the concave extension of the main roof over the entry porch); colliding angles and unusual volumes; asymmetrical facades; the use of stucco, stone, brick, or wood for exteriors; arched or oddly shaped windows or door openings; thatched roofs or uneven shingle placement; dormers; turrets; dovecotes; chimneys; and metal hardware and other ironwork. Storybook-style homes were often constructed to appear as though they were built-up gradually over time, and their surrounding landscapes typically include greenery in keeping with their faux rural heritage (Gellner and Keister 2001; Marlow, no date; Hanson 2017; City of Los Angeles 2016).

10040 Flora Vista Street has not been subject to previous survey or evaluation efforts. As a result of this study, the property is recommended eligible for listing in the in the NRHP and CRHR under Criteria C/3 as it embodies the distinctive characteristics of a type, period, or method of construction. Its period of significance is 1931, the year of its construction. A largely intact example of the Storybook style, the home retains many of its primary character-defining features, including steeply pitched roofs, flared eaves, an asymmetrical façade, irregular massing, stucco exterior, chimney, metal hardware in the form of a speakeasy on the primary entry door, and the original wood-sash multi-paned and narrow vertical windows.

Figure 7-62. 10040 Flora Vista Street, North Elevation



Source: Rincon 2018

Union Pacific Los Angeles River Rail Bridge, South Gate

Map Reference No. 17-006

The Union Pacific LA River Bridge is a Warren through truss rail bridge constructed ca. the 1930s. In the late nineteenth century, the Los Angeles Terminal Railway built a bridge on this line crossing the LA River Channel at or near the site of the subject resource at a location just north of the river's confluence with the Rio Hondo Channel. Flood control projects undertaken by Los Angeles County and the USACE in the 1930s channelized the LA River and other area watercourses (Gumprecht 1999). This effort necessitated the replacement of the old bridge with the subject bridge as early as 1932 (Bridgehunter.com 2018; United States Geological Survey 1925 and 1936). UPRR chose a subdivided Warren through truss type bridge for this replacement LA River Channel crossing. Although the Warren truss was used in American railway bridge design since the mid-nineteenth century, it only reached its peak popularity among builders of steel bridges in the 1920s when it displaced the Pratt truss as the most common steel truss type for use in bridges (Parsons Brinckerhoff 2004).

The Union Pacific LA River Rail Bridge has not been subject to previous survey and evaluation efforts. As a result of this study, the bridge is recommended eligible for listing in the NRHP and CRHR under Criteria C/3 as an excellent and rare example of a subdivided Warren truss steel bridge. It additionally is recommended eligible for local designation under South Gate Criteria E as a distinguished engineered structure.

Figure 7-63. Union Pacific LA River Rail Bridge; Taken from the North Side of the Rio Hondo, South-facing



Source: Rincon 2018

Los Angeles River Channel, South Gate

Map Reference No. 17-007

The LA River Channel is a 51-mile-long artificially channelized river that was lined with concrete as part of the Los Angeles County Drainage Area (LACDA) Project, a comprehensive flood control project for the Los Angeles Basin completed between 1939 and 1969 (USACE 1992). The approximately 2,400-foot-long segment of the channel within the APE was constructed in 1951. It consists of a roughly trapezoidal cross-section channel with a flat concrete bottom and sloping concrete- and riprap-lined banks. The channel is crossed by the Union Pacific LA River Railroad Bridge (MRN 17-006) and is approximately 100 feet wide at the bottom and 220 feet wide across the top. The USACE oversaw completion of the LACDA Project, which included the construction of a system of channelized streams, debris basins, and other flood control structures, to restrict periodic flooding of the LA River and other waterways in the Los Angeles Basin. Since its implementation, the LACDA Project has protected large swaths of metropolitan Los Angeles from destructive and deadly floods and was instrumental in the region's rapid urbanization in the twentieth century (USACE 1992).

As previously noted in Section 4.2.5, in response to the public circulation of the Draft EIS/EIR, the USACE provided comments on the Draft EIS/EIR related to the LA River Channel, stating that its NRHP eligibility should be considered by the Project and effects assessed as appropriate. Continued coordination with the USACE indicated that the LA River Channel was determined NRHP-eligible by the USACE in 2022 and SHPO concurred with that determination.

The portion of the Los Angeles River Channel within the APE is a contributing segment to a larger resource that encompasses elements of the LACDA Project, including the LA River Flood Control System, and extends well beyond the Project APE. Under NRHP Criterion A, the segment is significant for its association with the planning and construction of the LACDA Project and the flood control system's role in safeguarding the development of the Los Angeles metropolitan area in the mid-twentieth century. The subject segment is additionally significant under NRHP Criterion C for its engineering and design as part of the LACDA Project, the purpose of which is specific to the region's unpredictable cycle of flooding. The period of significance associated with the subject segment of the LA River Channel begins in 1951, when the segment was channelized and paved, and concludes in 1969, the year the first phases of construction of the LACDA Project were completed (USACE 1992; Turhollow 1975). Although surveyed, because of its 2022 determination of eligibility, the portion of the LA River Channel in the APE was not reevaluated for this study.

Figure 7-64. LA River Channel; Taken from the West Bank of the River Channel, Southeast-Facing



Source: Rincon 2022

Rio Hondo Channel, South Gate

Map Reference No. 18-017

The Rio Hondo Channel is a 16-mile-long artificially channelized river that was lined with concrete between 1951 and 1958. Existing improvements within the APE, which covers approximately 2,900 linear feet of the channel, were completed in 1951 as part of the LACDA Project (USACE 1992). Within the APE, the channel is roughly trapezoidal in cross-section with a flat concrete bottom and sloping concrete- and concrete-fortified riprap-lined banks. Straight reinforced concrete parapet walls separate the channel from the paved rights-of-way that trace each side of the channel. However, a fork in the east ROW descends the banks and passes beneath the Rio Hondo Bridge railroad crossing. The channel is approximately 100 feet wide at the bottom and 220 feet across the top. Within the APE, the Rio Hondo Channel is crossed by the Rio Hondo Bridge (MRN 18-015). As discussed above in reference to Map Reference No. 17-007, the LACDA Project was a massive system of channelized streams and other flood control structures, the implementation of which was overseen by the USACE throughout the mid-twentieth century to provide protection from periodic flooding throughout the Los Angeles Basin.

As previously noted in Section 4.2.5, Section 106 Local Interested Party Consultation, in response to public circulation of the Draft EIS/EIR, the USACE provided comment on the Draft EIS/EIR related to the Rio Hondo River Channel, stating that its NRHP eligibility should be considered by the Project and effects assessed as appropriate. Continued coordination with the USACE indicated that the Rio Hondo River Channel was determined NRHP-eligible by the USACE in 2022 and SHPO concurred with that determination.

The portion of the Rio Hondo Channel within the APE is a contributing segment to a larger resource that extends well beyond the Project APE to encompass elements of the LACDA Project, including the LA River Flood Control System. Under NRHP Criterion A, the segment is significant for its association with the design and construction of the LACDA Project and the flood control system's role in safeguarding the development of the Los Angeles metropolitan area in the mid-twentieth century. The subject segment is additionally significant under NRHP Criterion C for its engineering and design as part of the LACDA Project, the purpose of which is specific to the region's unpredictable cycle of flooding. The period of significance associated with the subject segment of the channel begins in 1951, when the segment was channelized and paved, and concludes in 1969, the year the first phases of construction of the LACDA Project were completed (USACE 1992; Turhollow 1975). Although surveyed, because of its 2022 determination of eligibility, the portion of the Rio Hondo River Channel in the APE was not reevaluated for this study.

Figure 7-65. Rio Hondo Channel; Taken from the East Bank of the Channel, Northwest-facing



Source: Rincon 2022

Our Lady of the Rosary Church/14813-14819 Paramount Boulevard, Paramount
Map Reference No. 24-001

Located along Paramount Boulevard in the City of Paramount, Our Lady of the Rosary Church and elementary school campus comprises five contiguous parcels. The campus includes approximately 11 buildings sited around a central paved parking lot and adjacent playing field. Campus buildings feature many common elements representative of their unique Mid-Century Modern and Mediterranean Revival hybrid design, including rectilinear massing, minimally pitched roofs, smooth concrete and stucco walls, and stone veneer. The focal point of the property is the two-story church building, centrally located on the eastern edge of the campus. The church was designed by J.E. Trudeau, a highly experienced and prolific designer of churches in Southern California.

Our Lady of the Rosary Church has not been subject to previous survey and evaluation efforts. The current study finds that as a religious property drawing its significance primarily from architectural importance, NRHP Criteria Consideration A is applicable, and the Our Lady of the Rosary Church building is eligible for listing in the NRHP and in the CRHR under Criteria C/3 for its architectural merit. Its style is an interesting blend of Mid-Century Modern design with Mediterranean Revival influence as applied to a church building that is rare in the City of Paramount. Its associated period of significance is the period of the church and school's original construction: 1948 to 1952.

Figure 7-66. Our Lady of the Rosary Church Building, South and East Elevations



Source: Rincon 2018

6000 Alameda Street, Huntington Park

Map Reference No. 9-015

Located at the northeast corner of the intersection of Alameda and Randolph Streets in Huntington Park, 6000 Alameda Street is a two-story daylight factory building developed for the National Automatic Pan Corporation in 1925. It has not been previously evaluated for historical significance. The brick-clad building features a sawtooth roof and expanses of steel industrial sash windows, character-defining elements of the daylight factory building type that allowed for the maximum penetration of natural light into interior workspaces. In 1929, a one-story north elevation was added consistent with the building's original design. A rear addition was completed in the 1950s or early 1960s. The building is recommended eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 as an intact example of a daylight factory building. Its period of significance begins with its original construction in 1925 and concludes with the completion of the 1929 addition.

Figure 7-67. 6000 Alameda Street



Source: Rincon 2018

L & F Machine Company/2110 Belgrave Avenue, Huntington Park

Map Reference No. 9-034

Constructed beginning in 1946 and reaching its current form by 1955, the double-volume warehouse building and office were constructed for the L & F Machine Company. Founded by industrialist Ralph Larrabee in 1935 and incorporated in 1956, L & F Machine Company was a contract machine shop that fabricated equipment and parts for a number of customers in the Los Angeles area. Most notably, L & F Machine Company was the principal fabricating shop for Boller and Chivens, the leading precision manufacturer of astronomical equipment in the post-World War II era. L & F Machine Company fabricated all the company's large telescopes and weldments beginning in the late 1940s and continuing through the late 1970s. L & F Machine Company operated from this location until about 1995, when it relocated to Beaumont, California, where it operated until it dissolved in 2003. The building derives its significance from its association with post-World War II manufacturing and is eligible under Criteria A/1/1 for its role in the industrial and defense sector. The building, largely unchanged since 1955, conveys its historic significance for manufacturing large-scale astronomical equipment through its large footprint, double-volume height, and distinctive sawtooth roof. Its associated period of significance is 1946, the date of its construction, to 1985, the date by which L & F Machine Company appears to have ceased being the principal fabricating shop for Boller and Chivens.

Figure 7-68. 2110 Belgrave Avenue



Source: Rincon 2023

6101 Santa Fe Avenue, Huntington Park

Map Reference No. 10-012

Situated southwest of the intersection of Santa Fe Avenue and Randolph Street in Huntington Park, 6101 Santa Fe Avenue is a one-story daylight factory building developed by the Sav-A-Day Laundry Company in 1928. It has not been previously evaluated for historical significance. The building's street-facing elevations feature large steel industrial sash windows, a hallmark of the daylight factory property type. Architectural detailing consists chiefly of molded fluted columns, which terminate at a simple cornice that wraps around much of the building. These elements suggest the modest influence of the Art Deco architectural style. An addition completed in 1936 roughly doubled the size of the building while maintaining a design consistent with the original exterior. The building is recommended eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 as a rare, intact example of an architecturally styled, pre-World War II industrial building in Huntington Park. Its period of significance is 1928 to 1936, the years marking its original construction and the completion of the addition.

Figure 7-69. 6101 Santa Fe Avenue



Source: Rincon 2018

Huntington Park High School/6020 Miles Avenue, Huntington Park
Map Reference No. 10-021

Located along Miles Avenue between Randolph Street and Belgrave Avenue in the City of Huntington Park, Huntington Park High School includes approximately 13 permanent buildings and several portable classroom buildings across its campus. First developed in 1909, several buildings were damaged and removed following the 1933 Long Beach Earthquake. Extant buildings range in date from the 1920s through the 1990s. Largely rebuilt and reconstructed in 1936 following the earthquake, the campus features several buildings built in the Public Works Administration (PWA) Moderne style, reflected most in the Administration Building fronting Miles Avenue. In support of currently ongoing campus improvements, the property was evaluated for historical significance by the Los Angeles Unified School District (LAUSD) and was assigned CHR status code '3S,' indicating the campus "appears eligible for National Register of Historic Places or California Register of Historic Resources through survey evaluation."

The current study agrees with the findings of the previous survey and evaluation efforts. It is eligible under Criteria C/3/3 for its architectural significance. It is an excellent example of PWA Moderne architecture, as reflected in its Administration Building (1936) and Auditorium (1937). It is also reflected in buildings that were reconstructed with Moderne updates such as the Home Economics and Classroom Building (1924) and the Annex (1925). Other contributing campus buildings include the Cafeteria (1936), Social Arts (1939), and Gymnasium (1923) buildings. Furthermore, the PWA Moderne buildings are good examples of the work of architect George M. Lindsey (1891-1973), who was also responsible for LAUSD designs for James A. Garfield High School in East Los Angeles and John Marshall High School in Los Feliz. Huntington Park High School's period of significance spans from 1934 to 1939, encompassing its redevelopment following the 1933 Long Beach earthquake and renovation of extant buildings to reflect the PWA Moderne style.

Figure 7-70. 6020 Miles Avenue



Source: Rincon 2023

2860 Randolph Street, Huntington Park

Map Reference No. 10-017

The multi-family property at 2860 Randolph Street consists of a Tudor Revival-style single-family residence and an apartment building and detached garage designed in no discernible style. Characteristic of the Tudor Revival style, the stucco-clad residence features false half-timbering and a wing-and-gable form with a sweeping, concave roofline. The residence and the detached garage date from 1926, while the apartment building was constructed at the rear of the property in 1953. The single-family residence is recommended eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 at the local level of significance as a good example of a Tudor Revival-style residence. Its period of significance is 1926, the year it was completed. The detached garage and apartment building are recommended ineligible for listing because they lack architectural distinction and historical significance.

Figure 7-71. 2860 Randolph Street



Source: Rincon 2018

6300-6302 State Street, Huntington Park

Map Reference No. 11-018

The Spanish Colonial Revival-style bungalow court at 6300 State Street consists of two single-story multi-family residential buildings at the front of the property and a pair of two-story apartment buildings at the rear. Built on a symmetrical plan, the buildings flank a central driveway running nearly the entire length of the parcel. Characteristic of the Spanish Colonial Revival style, the one-story buildings feature stucco wall cladding, pent roofs clad with barrel tile over windows, and tower-like elements at the corners of the façade, which are also clad with barrel tile. At the main entry to the bungalow court, a screen wall connects the two wings and features a barrel-tile-clad shed roof spanning the driveway. Although visibility was limited, the rear buildings appear roughly consistent in design with their counterparts at the front of the property. The property is recommended eligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under Criteria C/3/3 at the local level of significance as a good example of a Spanish Colonial Revival-style bungalow court. Its period of significance is 1929, the year it was developed.

Figure 7-72. 6300-6302 State Street



Source: Rincon 2018

3477 Gage Avenue, Huntington Park

Map Reference No. 13-003

Located northwest of the intersection of Gage and Maywood Avenues, the subject property consists of a one-story bowling center constructed in 1960 and a freestanding commercial sign built ca. 1960. Home to Gage Bowl, the building exhibits elements of the Mid-Century Modern style, including a wide overhang sheltering the entryway, a recessed street-facing entry, a low stack-bond brick planter with a horizontal emphasis, and a concrete block screen with a repetitive integrated pattern. The freestanding sign bears many hallmarks of the Googie style. It centers on a corrugated metal pylon, attached to which are several notable features, including chanel letters with neon illumination, bold geometric forms, star-shaped ornaments, and a double-faced reader board. Its overall form and use of double stroke-neon lighting suggest high-quality design and construction. Although some plastic sign and reader board panels have been replaced, the sign retains excellent integrity to its original design.

The freestanding sign alone is recommended eligible for listing in the CRHR and the Huntington Park Historic Register under Criteria 3/3 as a good example of Googie-style commercial signage. Its period of significance is ca. 1960, its estimated year of construction. Due to the replacement of several plastic panels, the sign does not retain sufficient integrity to qualify for listing in the NRHP under Criterion C. The Mid-Century Modern-style bowling center building is recommended ineligible for listing in the NRHP, the CRHR, and the Huntington Park Historic Register under any significance criteria because it lacks architectural distinction and historical significance.

Figure 7-73. 3477 Gage Avenue



Source: Rincon 2018

San Gabriel River Channel, Cerritos

Map Reference No. 29-025

The San Gabriel River Channel is a 58-mile-long channelized river that was paved with concrete between 1947 and 1968. Existing improvements within the APE, which covers 1,220 linear feet, were completed in 1966 as part of the LACDA Project (USACE 1992). Within the APE, as over much of its course, the river channel is roughly trapezoidal in cross-section. The paved river bottom is flat, except for a central trench, while the banks are sloped. The surveyed segment is approximately 150 feet wide across the top and 85 feet wide at the bottom. To accommodate the San Gabriel River Bridge railroad crossing (MRN 29-025), the service road tracing the river's east bank dips into the channel and passes under the bridge along the embankment. As described above in reference to Map Reference Nos. 17-007 and 18-017, the USACE oversaw the implementation of the channelized streams, debris basins, and other control measures that make up the LACDA Project throughout the mid-twentieth century. This project helped to safeguard the urbanization of the Los Angeles Basin.

As previously noted in Section 4.2.5, Section 106 Local Interested Party Consultation, in response to the public circulation of the Draft EIS/EIR, the USACE provided comment on the Draft EIS/EIR related to the San Gabriel River Channel, stating that its NRHP eligibility should be considered by the Project and effects assessed as appropriate. Continued coordination with the USACE indicated that the San Gabriel River Channel was determined NRHP-eligible by the USACE in 2022 and SHPO concurred with that determination.

The portion of the San Gabriel River Channel within the APE is a contributing segment to a larger resource that extends well beyond the Project APE to encompass elements of the LACDA Project, including the San Gabriel River Flood Control System. Under NRHP Criterion A, the segment is significant for its association with the design and construction of the LACDA Project and the flood control system's role in safeguarding the development of the Los Angeles metropolitan area in the mid-twentieth century. The subject segment is additionally significant under NRHP Criterion C for its engineering and design as part of the LACDA Project, the purpose of which is specific to the region's unpredictable cycle of flooding. The period of significance for the subject segment begins in 1966, when the segment was channelized and paved, and concludes in 1969, the year the first phases of construction of the LACDA Project were completed (USACE 1992; Turhollow 1975). Although surveyed, because of its 2022 determination of eligibility, the portion of the San Gabriel River Channel in the APE was not reevaluated for this study.

Figure 7-74. San Gabriel River Channel; Taken from the East Bank, Northwest-Facing



Source: Rincon 2022

The Frampton-Dantema House /81644 Alburtis Avenue, Artesia

Map Reference No. 32-021

81644 Alburtis Avenue consists of two buildings situated on a triangular parcel. The primary building is a Spanish Colonial Revival-style former residence constructed in 1929 by Arthur E. and Helen G. Frampton on Pioneer Boulevard in Artesia. It was moved to its current location on the corner of Alburtis Avenue and 187th Street by the Artesia Historical Society and City of Artesia in 2003. The property's secondary building, an ancillary building constructed in 2011 and containing restroom facilities, does not contribute to its historical significance.

81644 Alburtis Avenue is one of two contributors to the Artesia Historic District, adopted by ordinance in 2014, and has therefore been assigned a '5D1' CHR status code. Despite its local designation as a historic district contributor, the property had not been evaluated previously for listing in the NRHP and CRHR. The research conducted for this study indicated that while the property remains eligible for local historic designation as a contributing resource to the Artesia Historic District, it is ineligible for listing in the NRHP and CRHR, primarily because of its relocation, which resulted in reduced integrity of location, setting, feeling, and association. The property does not meet CRHR Special Considerations or NRHP Criteria Consideration B, both which relate to the evaluation of relocated resources.

Figure 7-75. 81644 Alburtis Avenue, West Elevation



Source: Rincon 2018

8 SUMMARY

No archaeological resources were identified in the direct APE as a result of the field survey. The results of this study found that there were nine previously identified archaeological resources (P-19-001575, P-19-002849, P-19-003181, P-19-003889, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) [redacted] Only one of these resources (P-19-001575) has been previously evaluated for listing on the NRHP. The field survey determined that six of the eight unevaluated resources (P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) are in developed areas that contain no exposed ground surface. For the purposes of this undertaking, these six archaeological resources, all of which were identified in the Draft EIS/EIR, are all assumed eligible for listing on the NRHP under Criterion D and are therefore considered historic properties for the purposes of Section 106 and historical resources for the purposes of CEQA.

P-19-003889 is [redacted] No archaeological remains associated with P-19-003889 were observed in the direct APE during the field survey. A Phase II testing program conducted at P-19-003889 in 2007 found that subsurface cultural remains at the site were highly disturbed; no intact primary cultural deposits or features were identified by the test excavations and the site was recommended ineligible for listing in the CRHR. Based on the negative findings of the current field survey and previous Phase II study, P-19-003889 is assumed ineligible for listing in the NRHP for the purposes of this study. It is therefore not considered a historic property or a historical resource. P-19-002849 was previously documented prior to it being completely removed during construction of the Alameda Corridor Project (Livingstone et al. 2006). Given that P-19-002848 was removed and no longer exists, it is not considered a historic property or a historical resource for the purposes of this study.

As part of the AB 52 consultation process, the Kizh Nation provided information on Native American cultural resources located [redacted]. No specific TCRs were identified during these consultation efforts. However, it is assumed that P-19-1575 (CA-LAN-1575/H), [redacted], is a TCR for the purposes of this study, as it contains [redacted] and is listed on the CRHR. Table 8.1 summarizes the evaluation findings.

Table 8.1. Archaeological Historic Property/Historical Resource Summary Table

Property Type	Quantity
Archaeological resources assumed eligible for listing in the NRHP and considered historic properties and historical resources for the purposes of this study	6
Archaeological resources previously evaluated and recommended ineligible for listing in the CRHR and assumed ineligible for the purposes of this study/not considered historic properties or historical resources	1
No longer extant previously recorded archaeological resources/not considered historic properties or historical resources	1
Archaeological resources determined eligible for listing in the NRHP, listed in the CRHR, and considered historic properties and historical resources/assumed to be TCRs for the purposes of this study	1
TCPs identified as a result of this study	0

Source: Rincon 2019
CRHR = California Register of Historical Resources; NRHP = National Register of Historic Places; TCP = Tribal Cultural Properties; TCR = Tribal Cultural Resources

An intensive-level survey of 748 properties constructed before 1978 was conducted within the architectural APE. Of those, 257 properties were found to be significantly altered and no longer retain sufficient integrity to warrant consideration for NRHP or CRHR significance. These properties were photographed but were not recorded on DPR forms or evaluated (Appendix H). There were 21 properties previously listed in or determined eligible for listing in the NRHP and/or CRHR (see Appendix B, Table B.3.) These properties were field-checked during the built environment survey to confirm they were extant and retained integrity, but they were not recorded on DPRs. Three previously recorded properties were found to be no longer extant; DPR update forms were prepared for the demolished properties to document their lack of historic significance. The remaining 470 properties in the APE that were built in or prior to 1978 have not been exempted, listed in, or determined eligible for the NRHP or CRHR, and required intensive evaluation for historical significance. DPR forms were prepared for each of these 470 properties.

Of the 470 properties documented and evaluated for historical significance, 39 were found eligible for listing in the NRHP and CRHR; 36 of these properties were identified in the Survey Report—Rev 1. Three additional properties were identified following circulation of the Draft EIS/EIR in portions of the APE added since 2022. These 39 properties are considered historic properties under Section 106 of the NHPA and historical resources under CEQA. Additionally following circulation of the Draft EIS/EIR, three river channels previously determined eligible for listing in the NRHP were identified as a result of comments and information provided by the USACE. They are also considered historic properties under Section 106 of the NHPA and historical resources under CEQA. In addition, there were 14 properties found ineligible for listing in the NRHP but eligible for listing in the CRHR and/or for local designation, all of which were identified in the Survey Report—Rev 1. These properties are only considered historical resources for the purposes of CEQA but are not historic properties under Section 106 of the NHPA. Table 8.2 summarizes the evaluation findings.

Table 8.2. Built Environment Historic Property/Historical Resource Results Summary Table

Property Type	Quantity
Properties identified in the APE that were constructed before 1978 and surveyed as part of this study	748
Properties exempted from evaluation as part of this study due to a lack of integrity and alterations (Appendix H)	257
Properties previously listed in or determined eligible for listing in the NRHP (including portions of the LA River Channel, Rio Hondo River Channel, and San Gabriel River Channel)	21
Properties evaluated for historic significance as part of this study (Appendix E and Appendix F)	470
Properties found eligible for listing in the NRHP and the CRHR as part of this study	39
Parcels found ineligible for NRHP listing but eligible for the CRHR and/or local designation (CEQA resources only)	14

Source: Rincon 2023
APE = Area of Potential Effect; CEQA = California Environmental Quality Act; CRHR = California Register of Historical Resources; NRHP = National Register of Historic Places

The remaining 417 properties were found ineligible for listing in the NRHP, CRHR, or a local register; they are not considered to be historic properties under Section 106 of the NHPA or historical resources under CEQA. The results of the evaluations prepared in support of this section are presented in Appendix E, Table E.1 and in detail in Appendix F. Properties built between 1979 and 1989 in the Alternative 3 APE lacked potential significance (see Appendix K).

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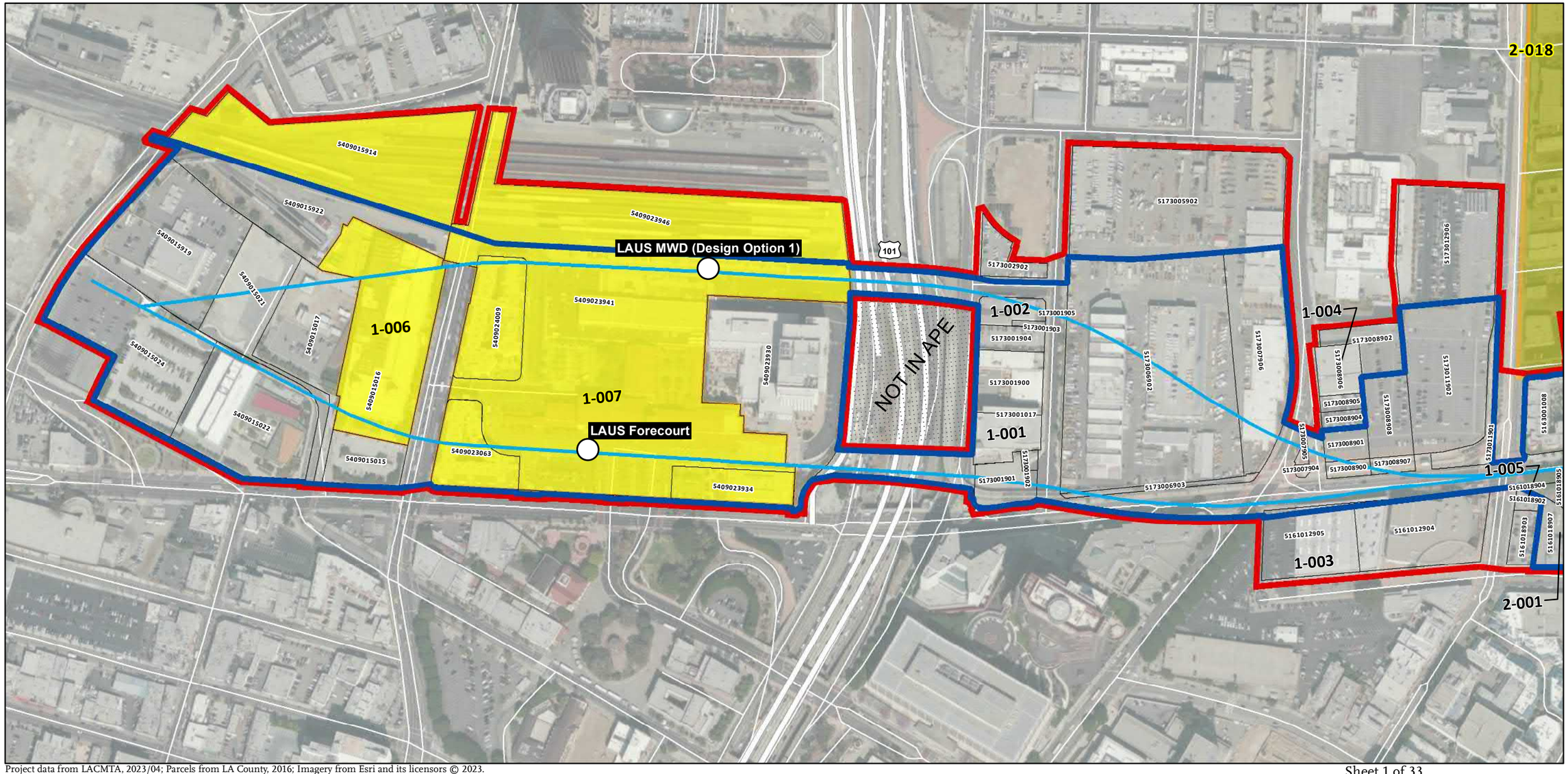
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APPENDIX A – CULTURAL RESOURCES AREA OF POTENTIAL EFFECTS MAP

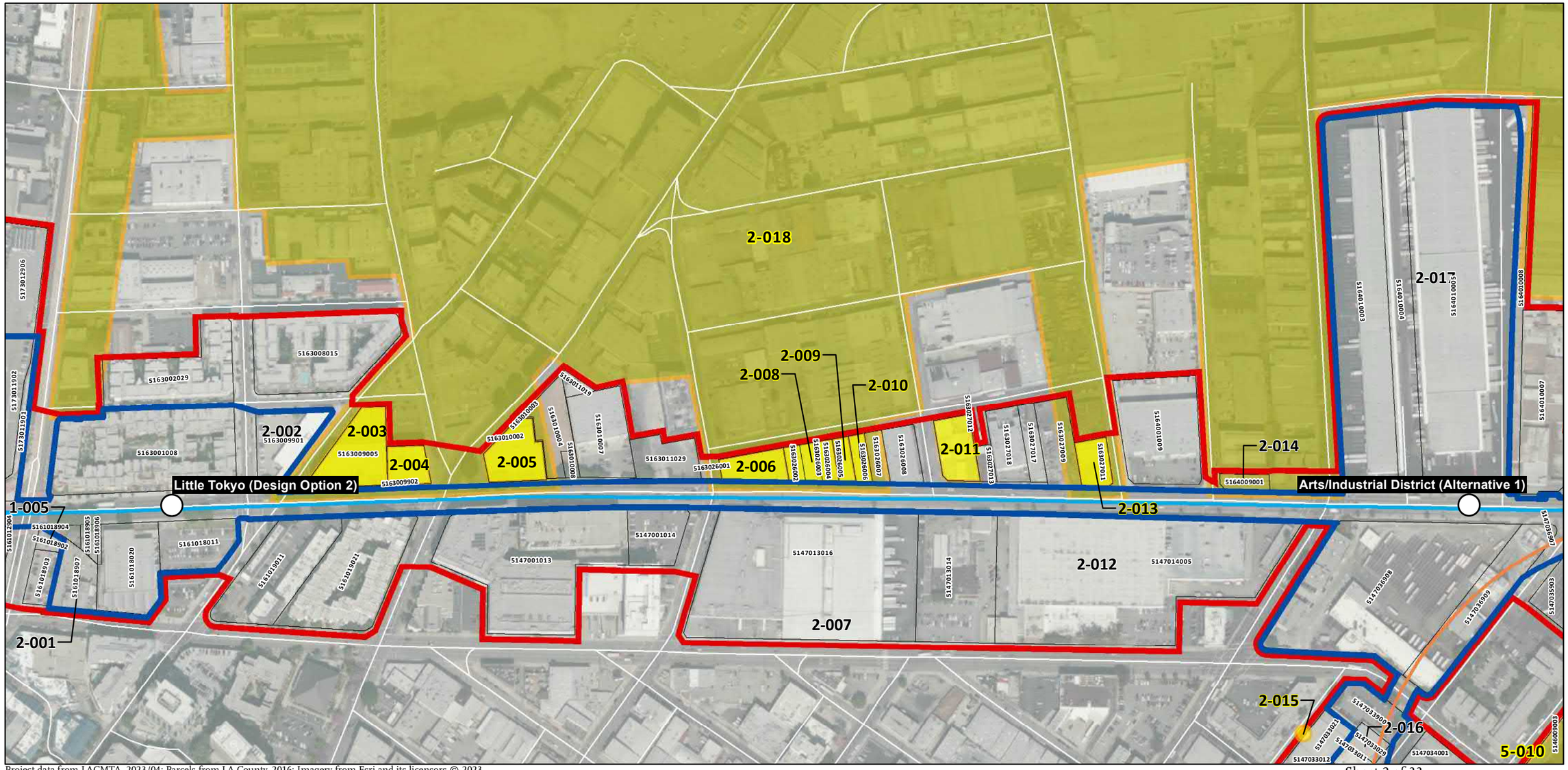


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP

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Sheet 1 of 33

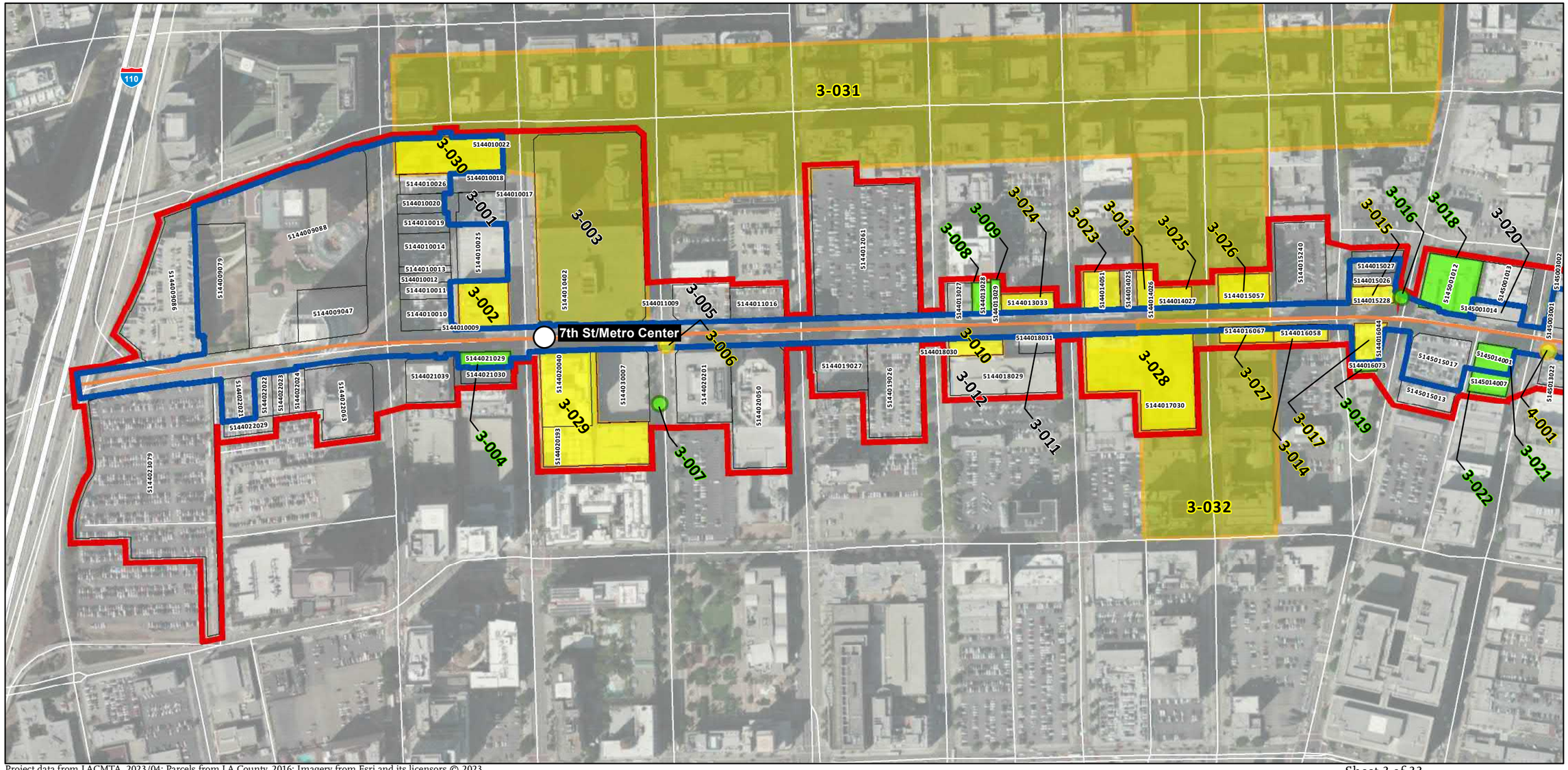


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

Direct APE
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Alternative 2: 7th St/Metro Center to Pioneer
Property Listed and/or Eligible for Listing in the NRHP
Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
Non-Parcel Resource Listed in and/or eligible for listing in the NRHP

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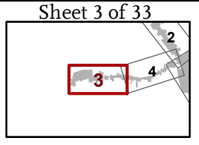


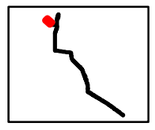
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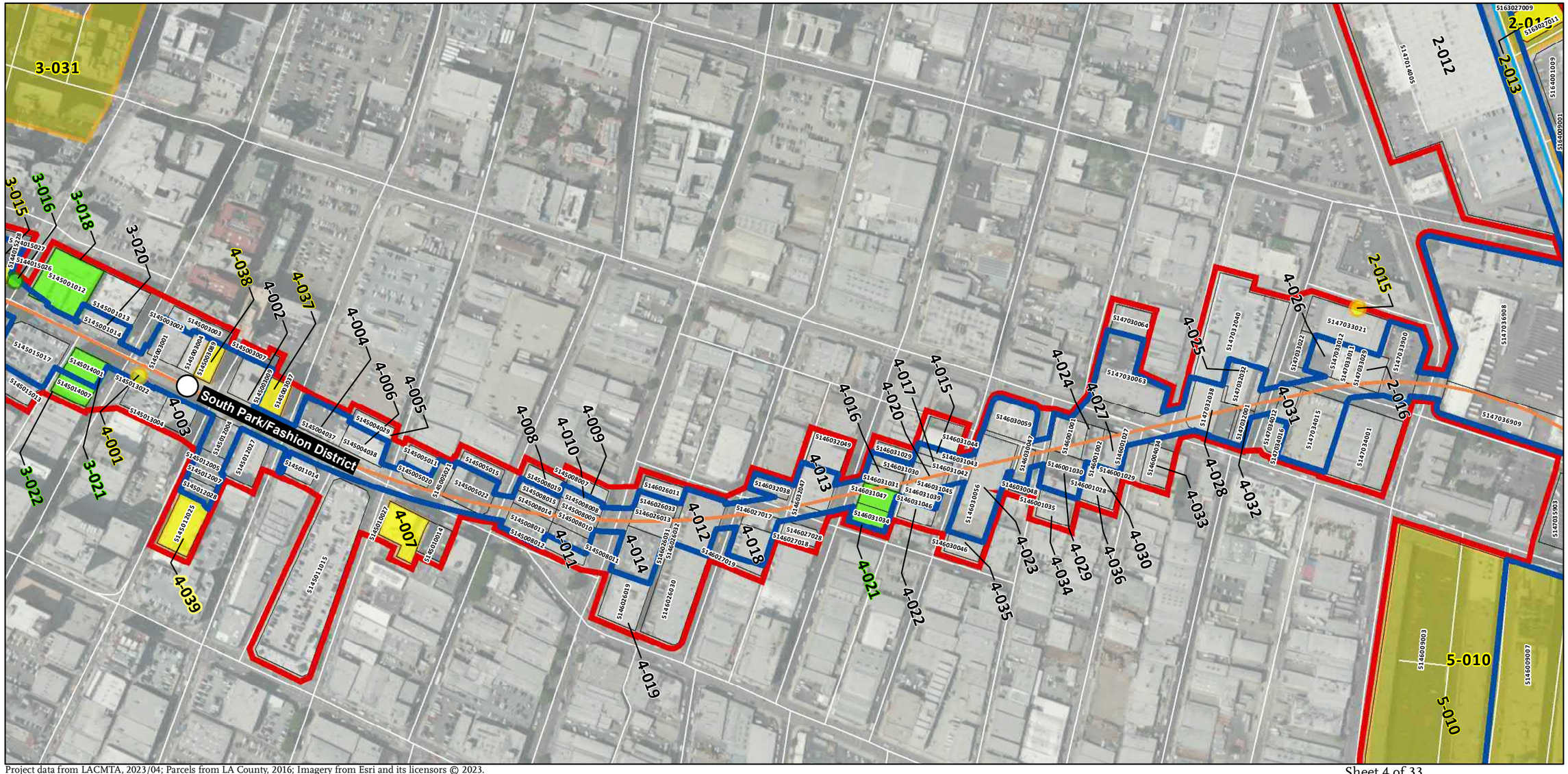
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- Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
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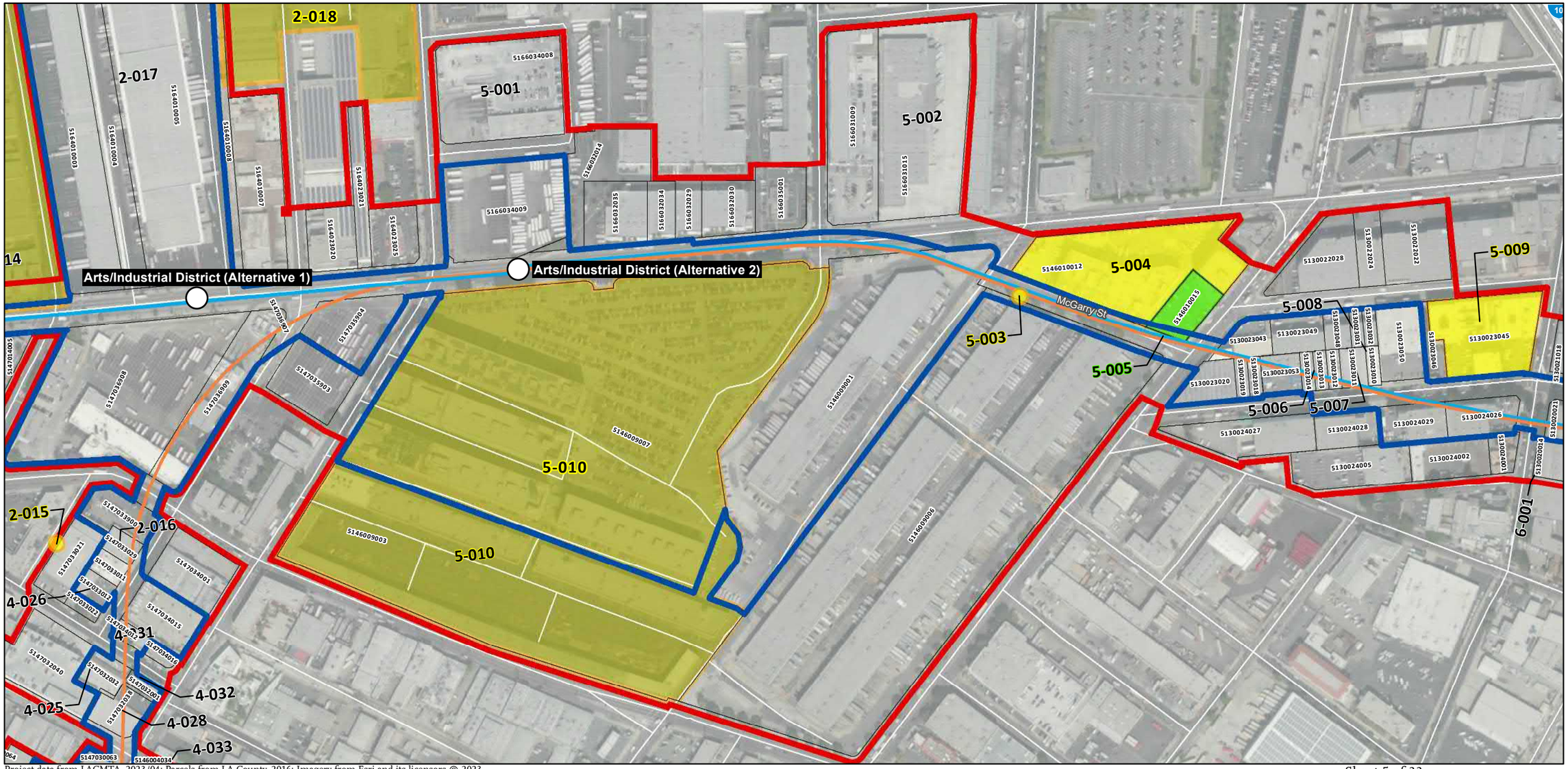


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- Parcels
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- Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
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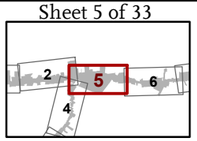


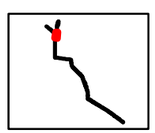
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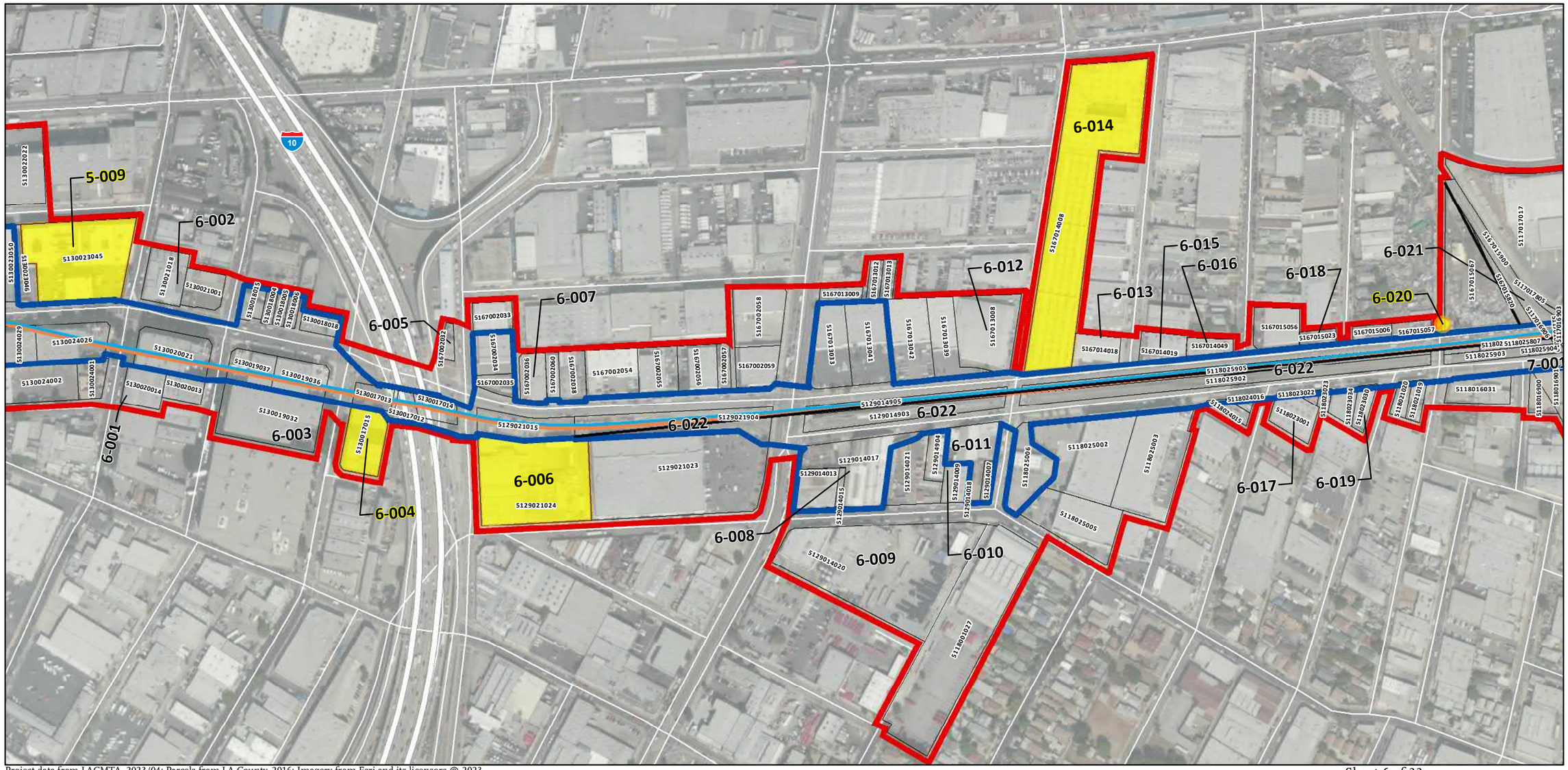
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- Parcels
- Station
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- Alternative 2: 7th St/Metro Center to Pioneer
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- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP

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Sheet 5 of 33





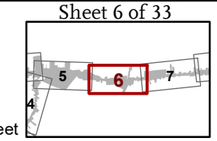


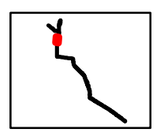
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

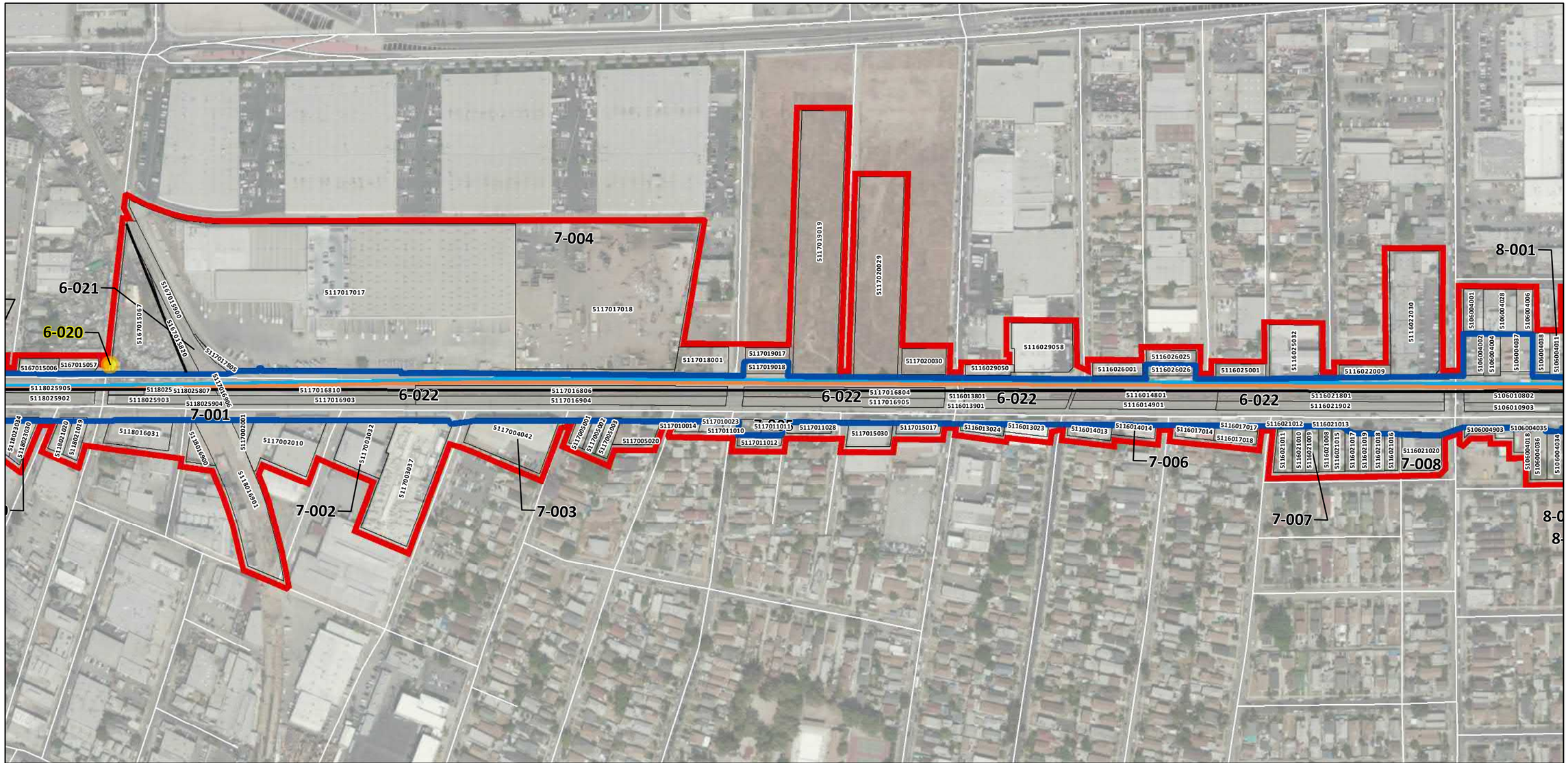
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP

0 100 200 300 Feet

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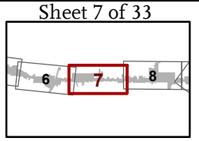


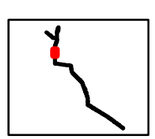
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

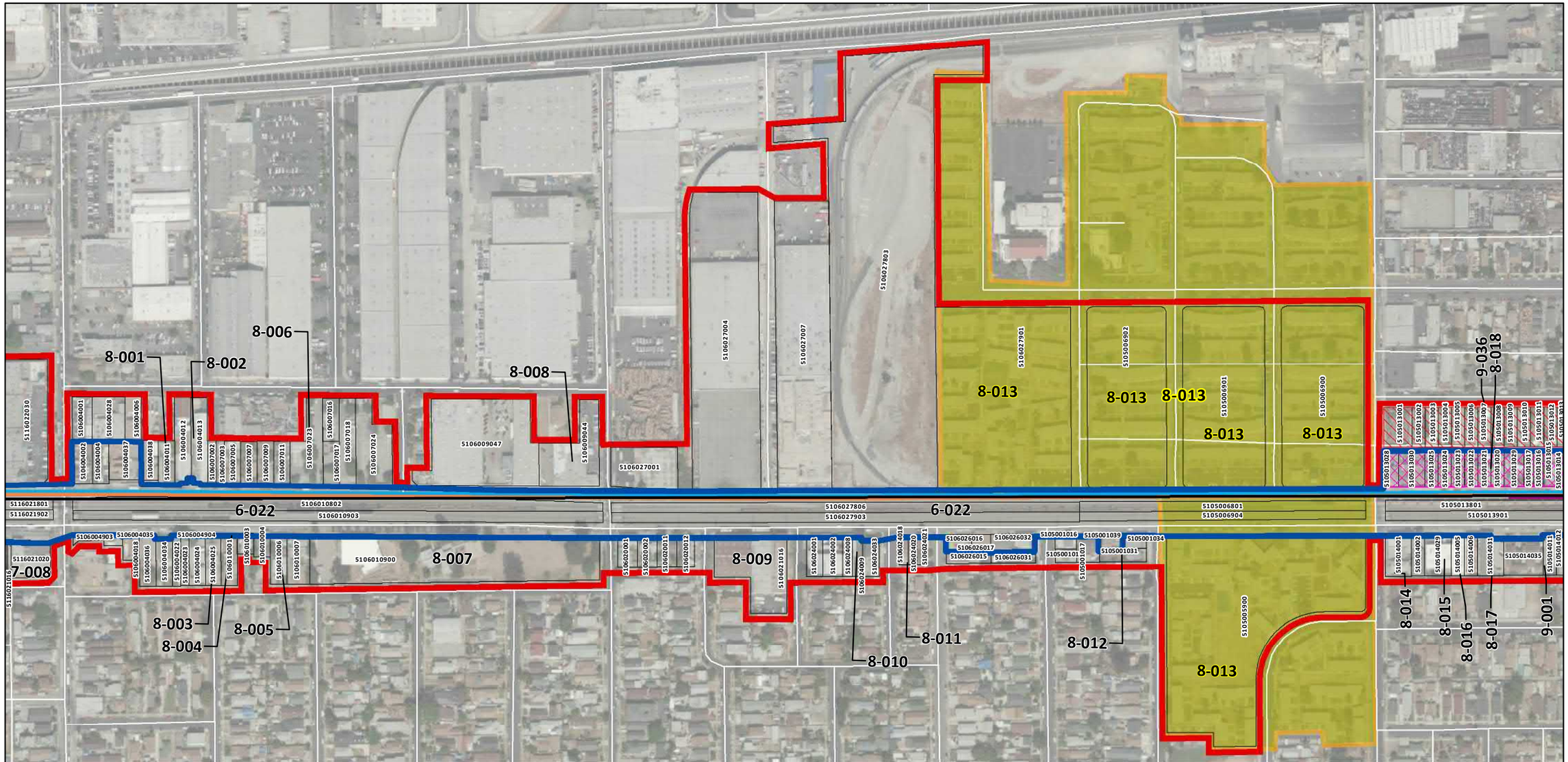
Direct APE
Architectural APE
Parcels
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Non-Parcel Resource Listed in and/or eligible for listing in the NRHP

0 100 200 300 Feet

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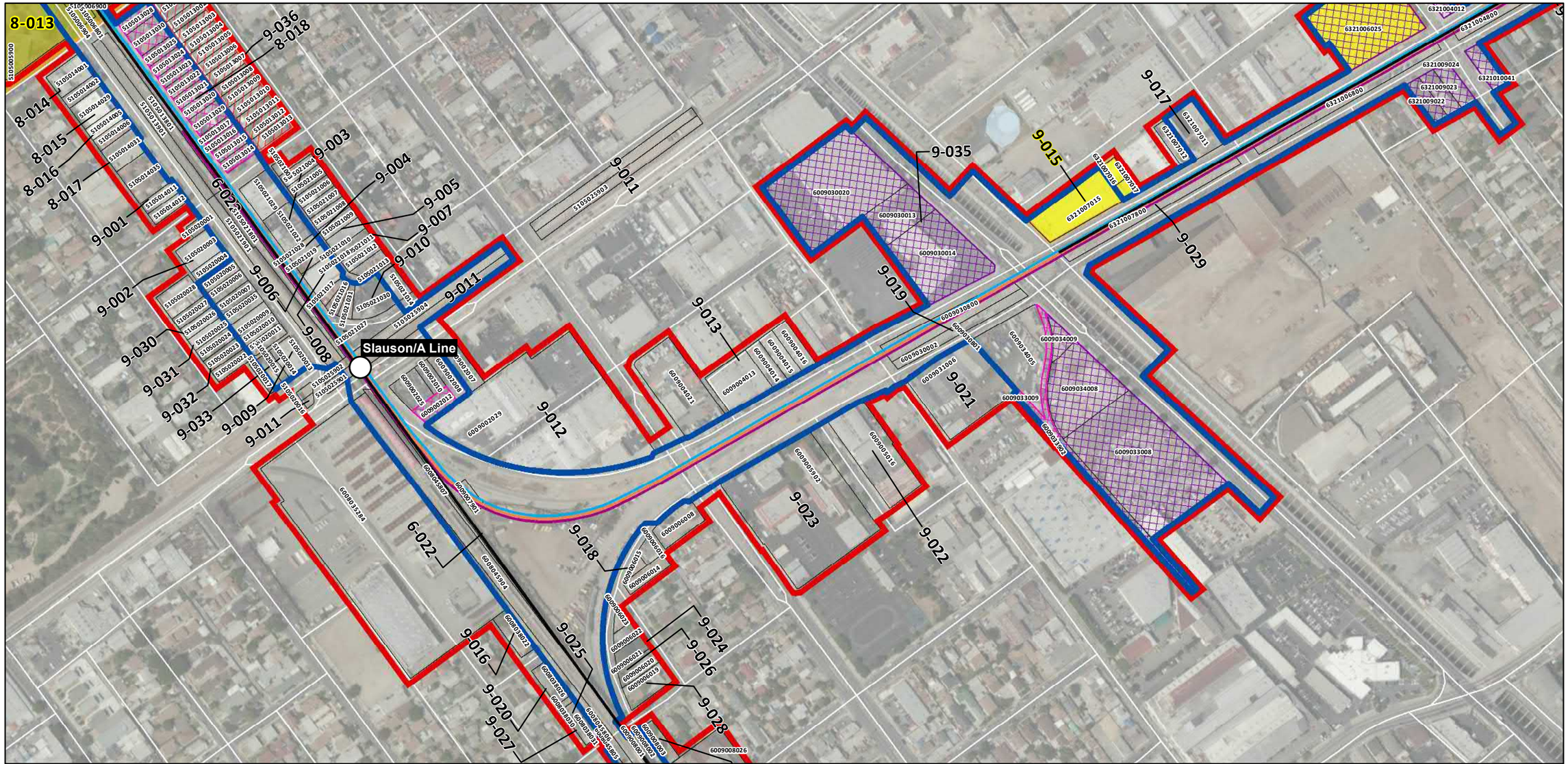


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

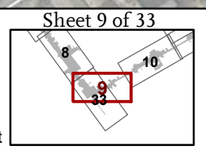
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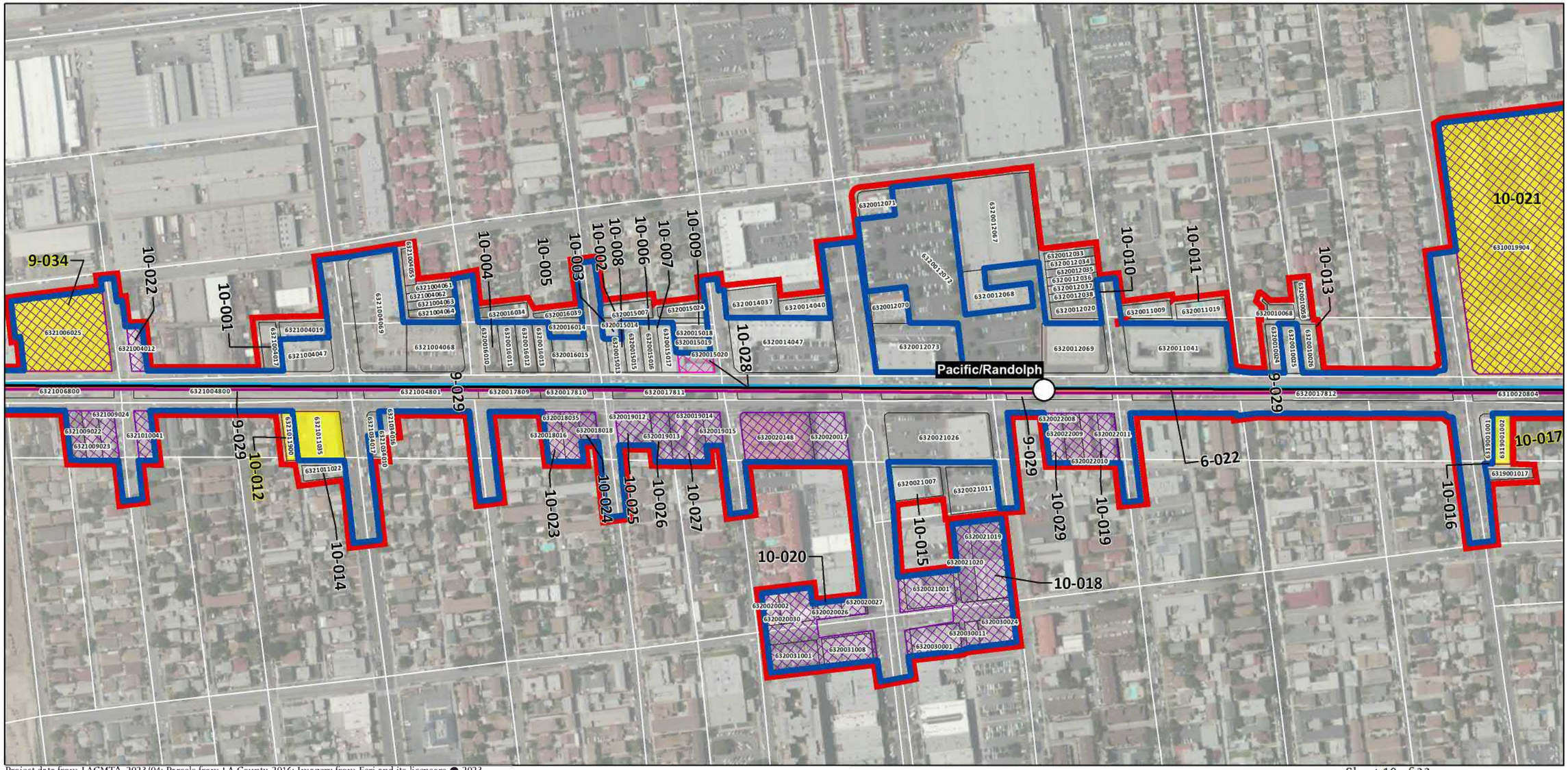
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
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- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet





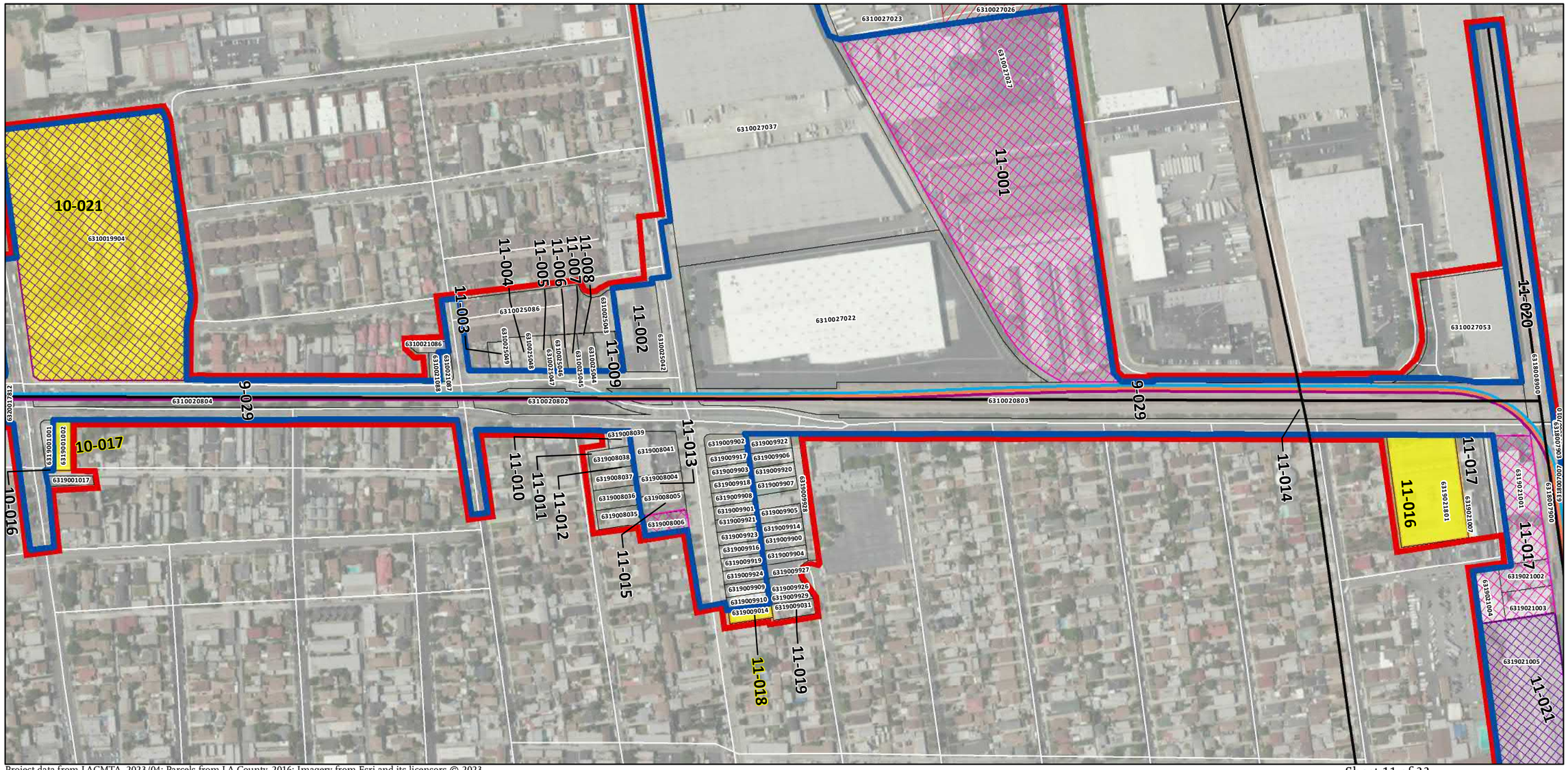


Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Station
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- Property Listed and/or Eligible for Listing in the NRHP
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

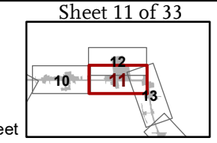
Sheet 10 of 33

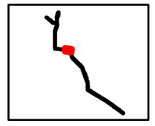


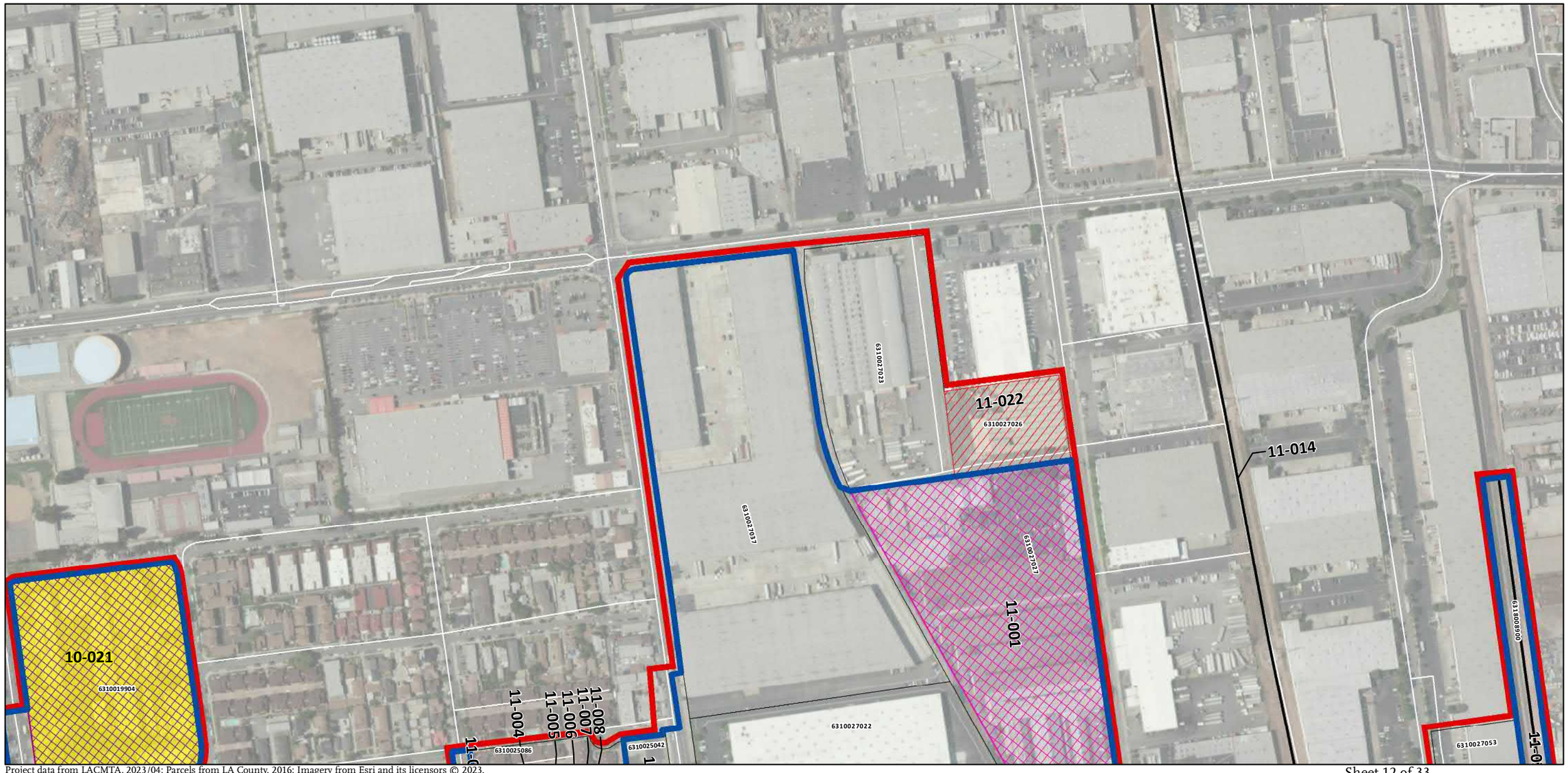
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet





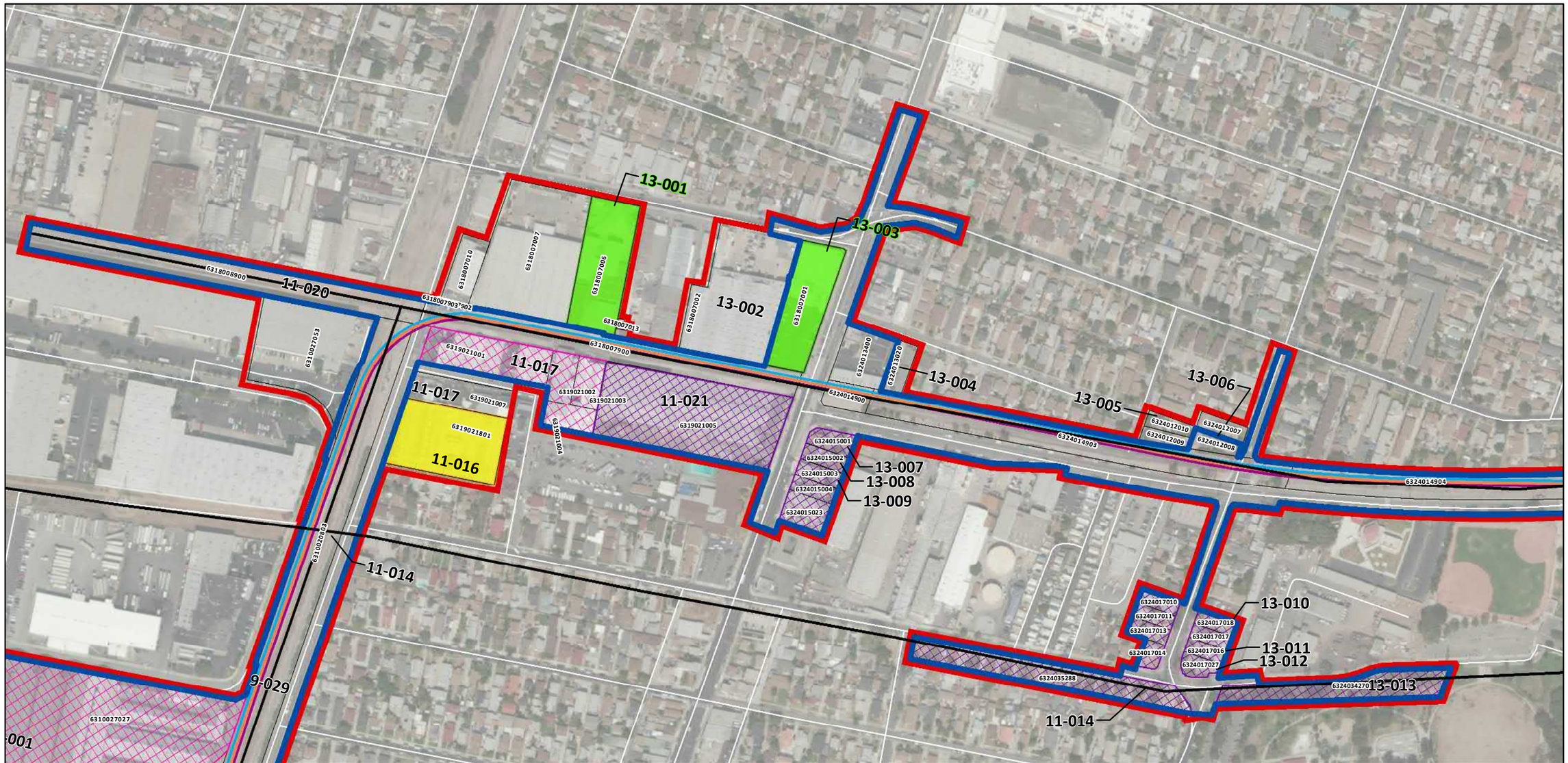


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- Direct APE
- Architectural APE
- Parcels
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

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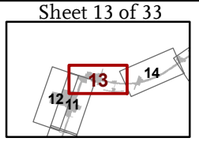


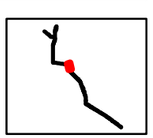
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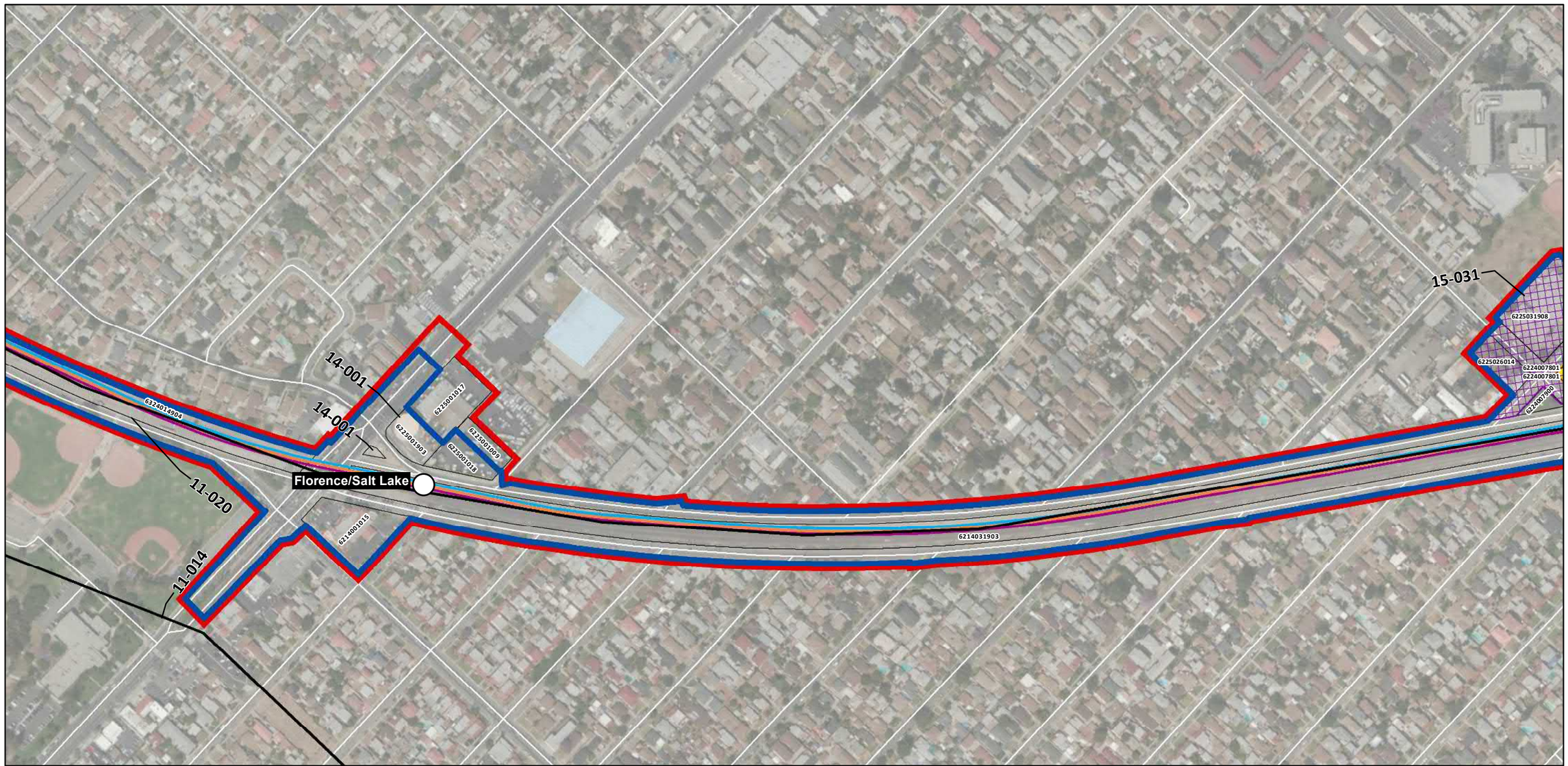
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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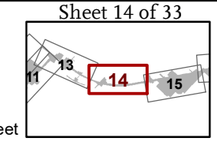


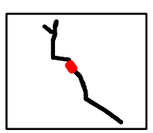
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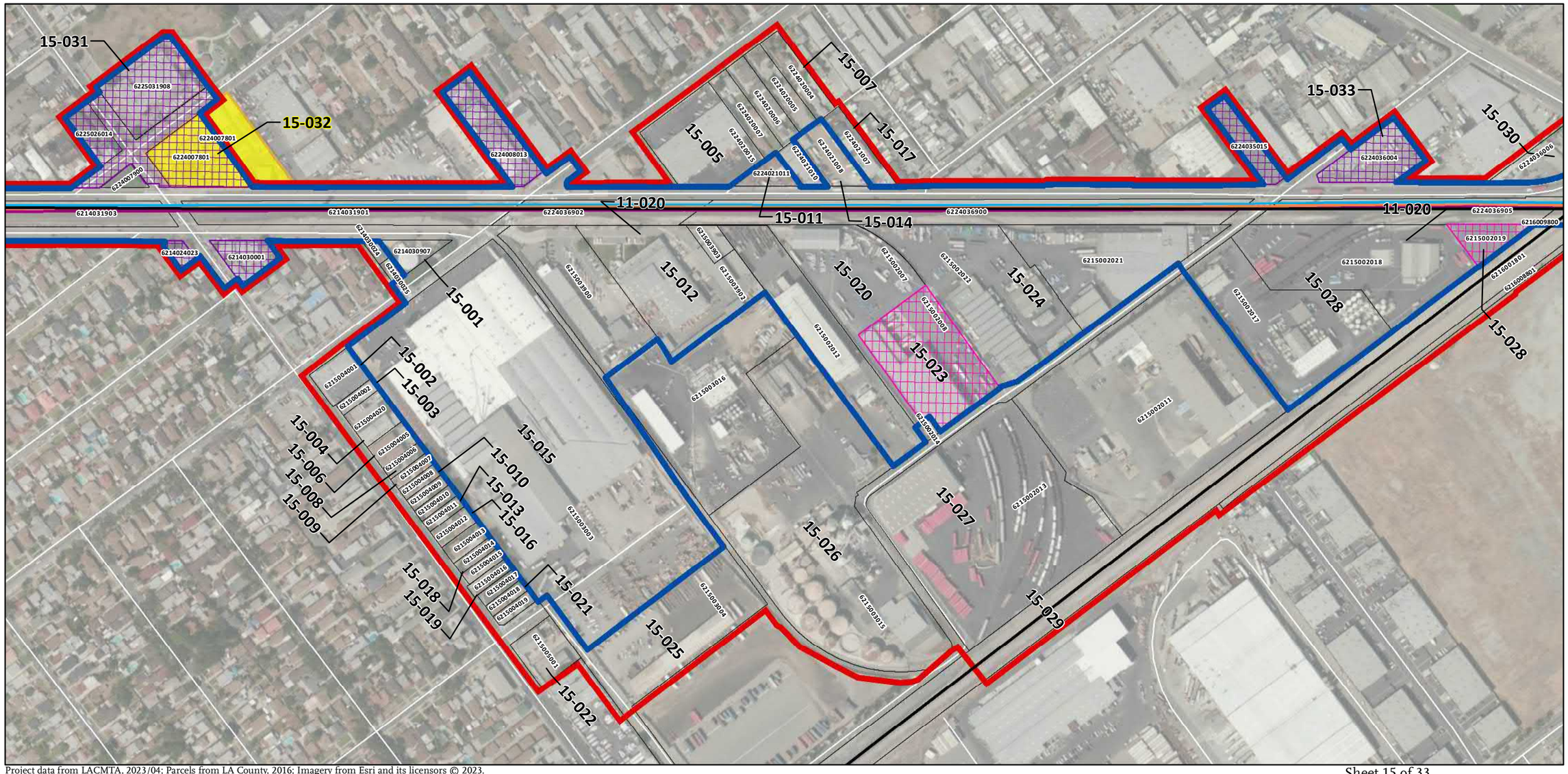
- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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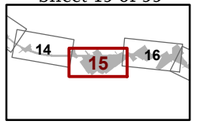


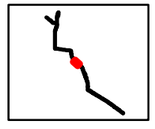
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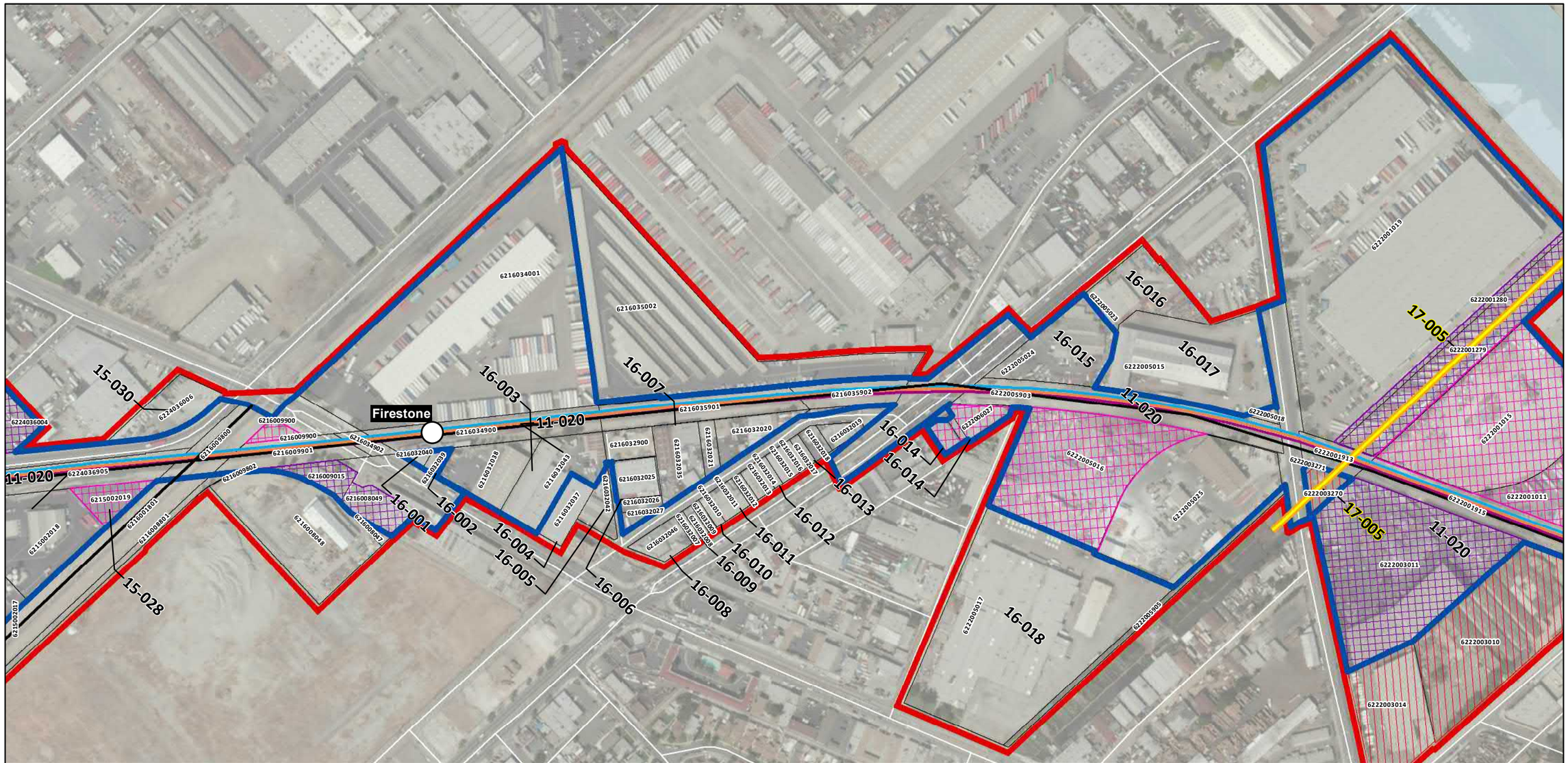
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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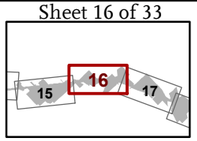


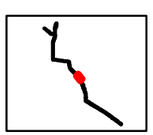
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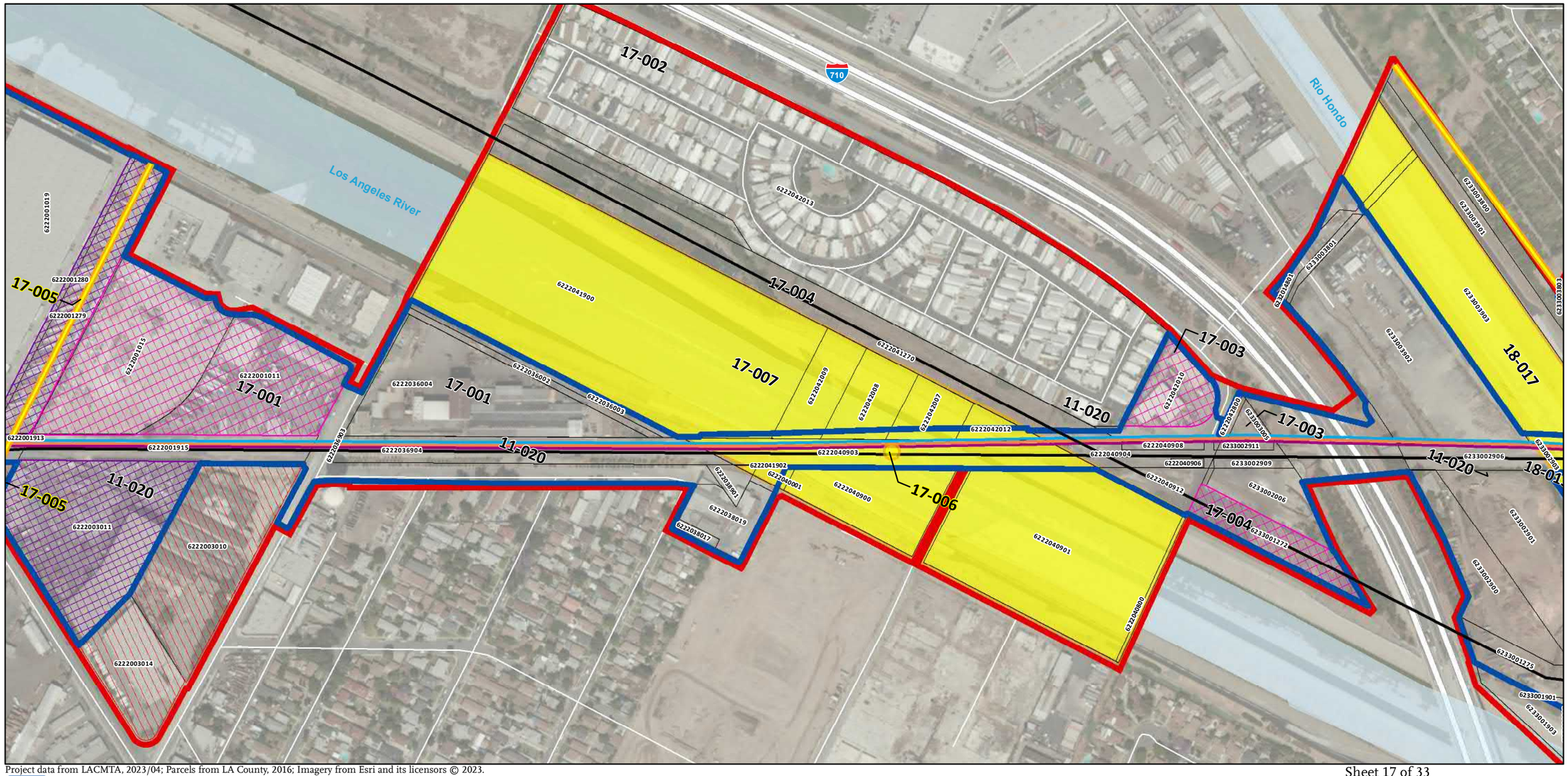
- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

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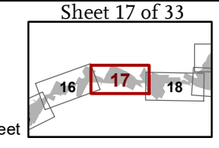


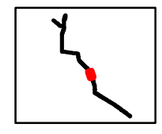
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

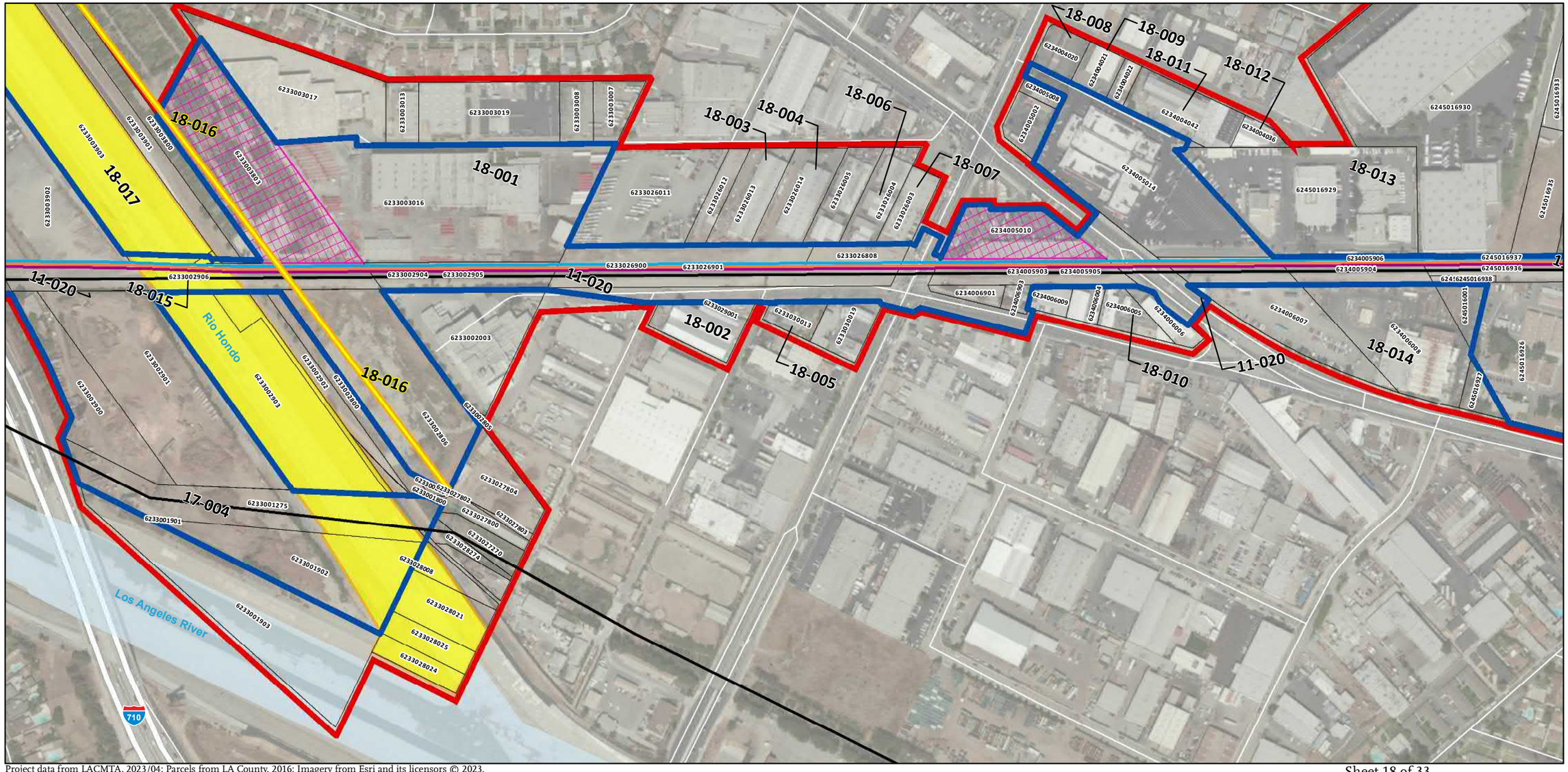
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

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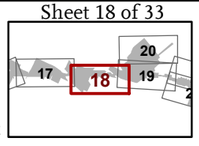


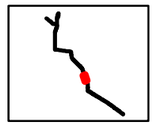
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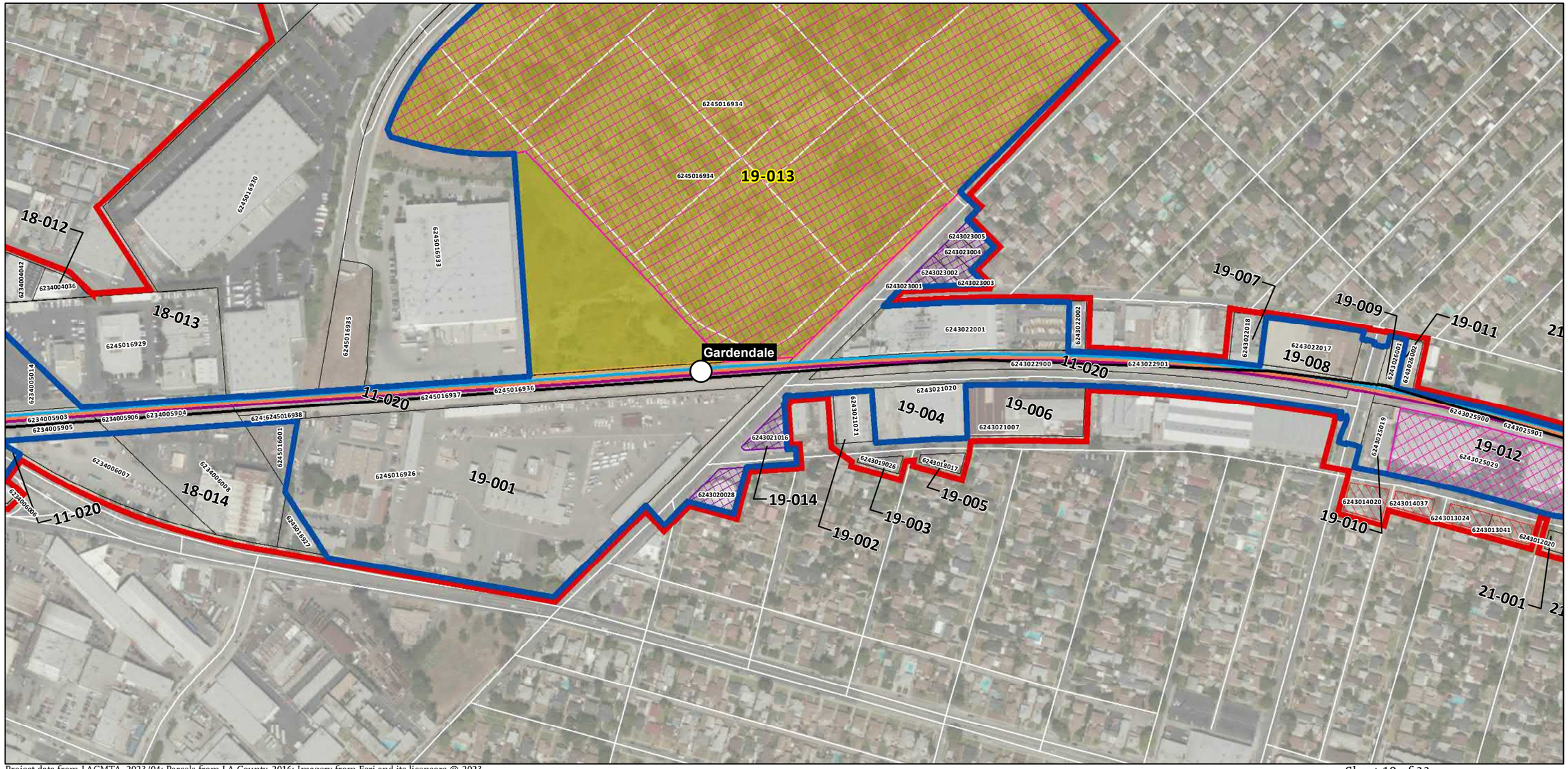
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Linear Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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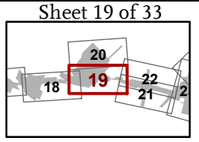


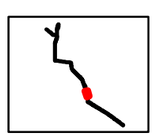
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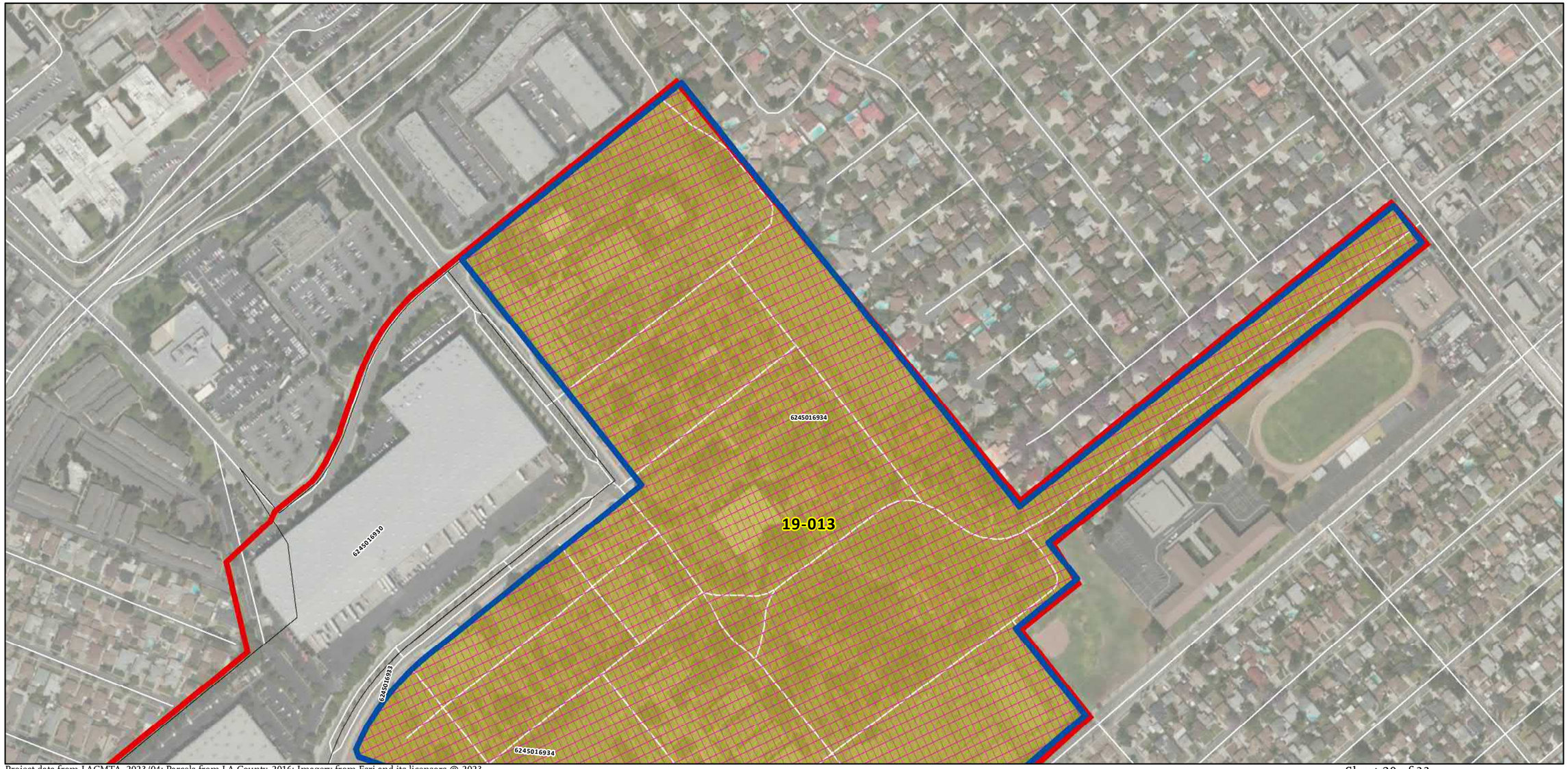
Direct APE
Architectural APE
Parcels
Station
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Alternative 3: Slauson/A Line (Blue) to Pioneer
Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
Moved From Architectural APE to Direct APE following SHPO Review in March 2020
Added to Direct APE following SHPO Review in March 2020
Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

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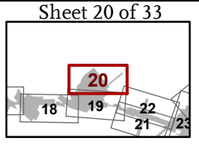


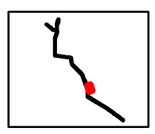
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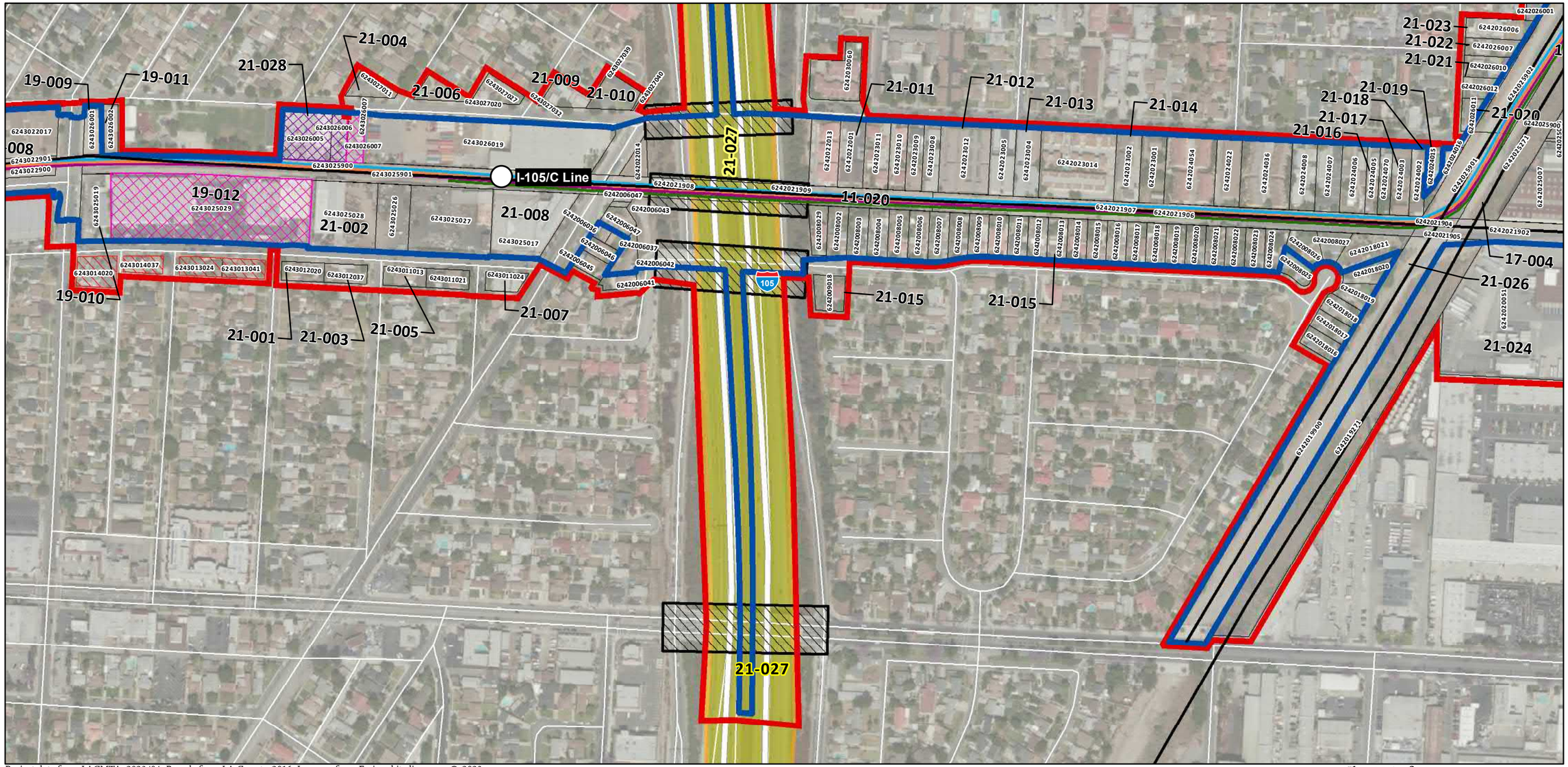
Direct APE
Architectural APE
Parcels
Historic District Listed, Eligible or Assumed
Eligible for Listing in the NRHP
Moved From Architectural APE to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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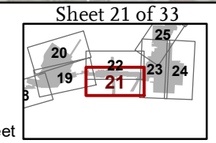


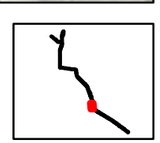


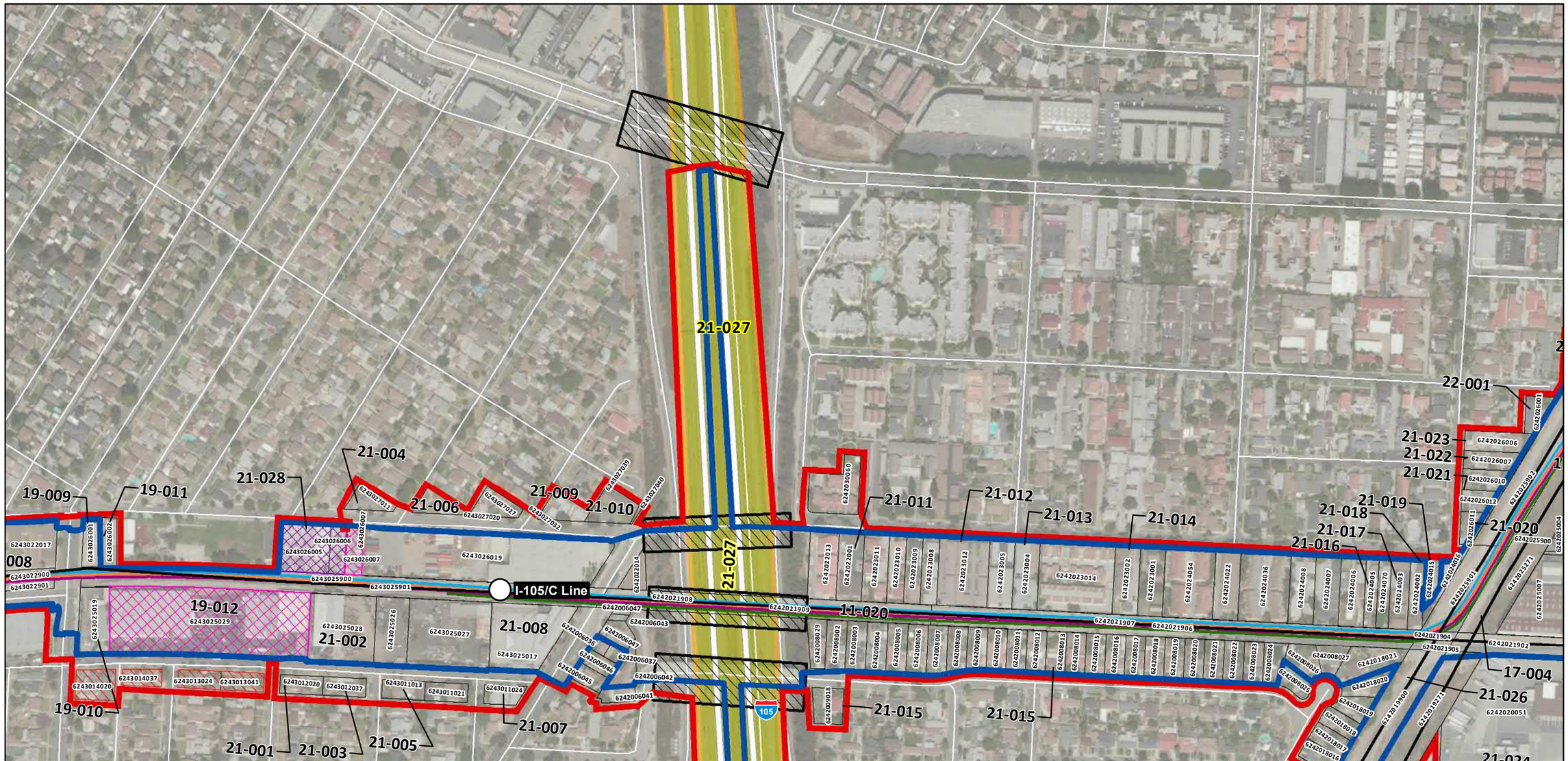
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
- Contributing Bridges to the Century Freeway-Transitway Historic District
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet





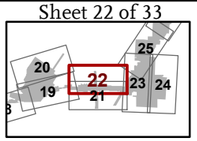


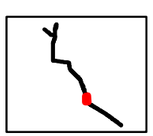
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

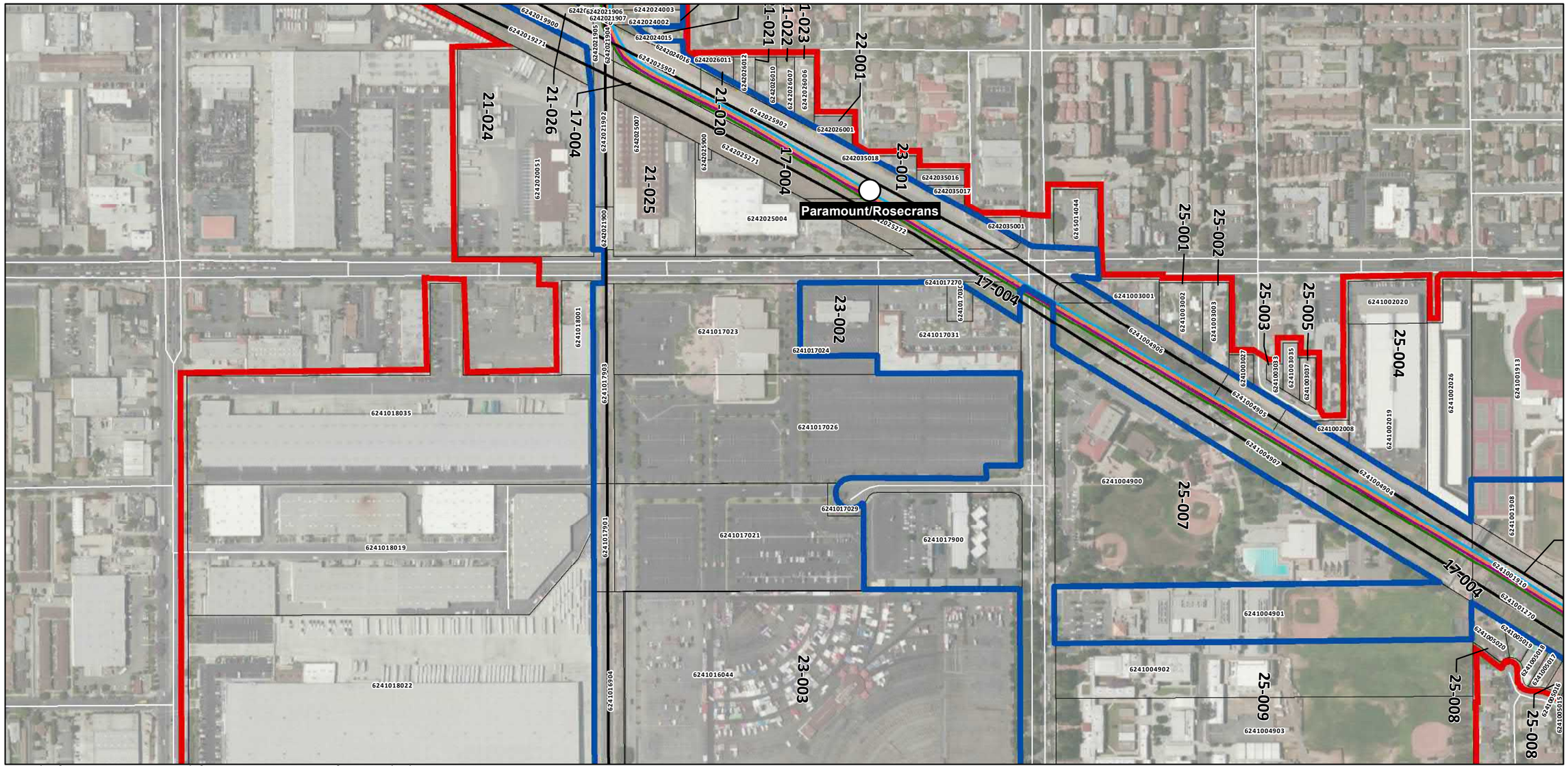
- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Historic District Listed, Eligible or Assumed Eligible for Listing in the NRHP
- Contributing Bridges to the Century Freeway-Transitway Historic District
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020
- Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

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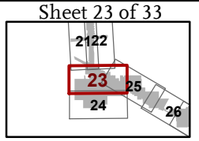


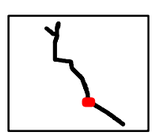
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

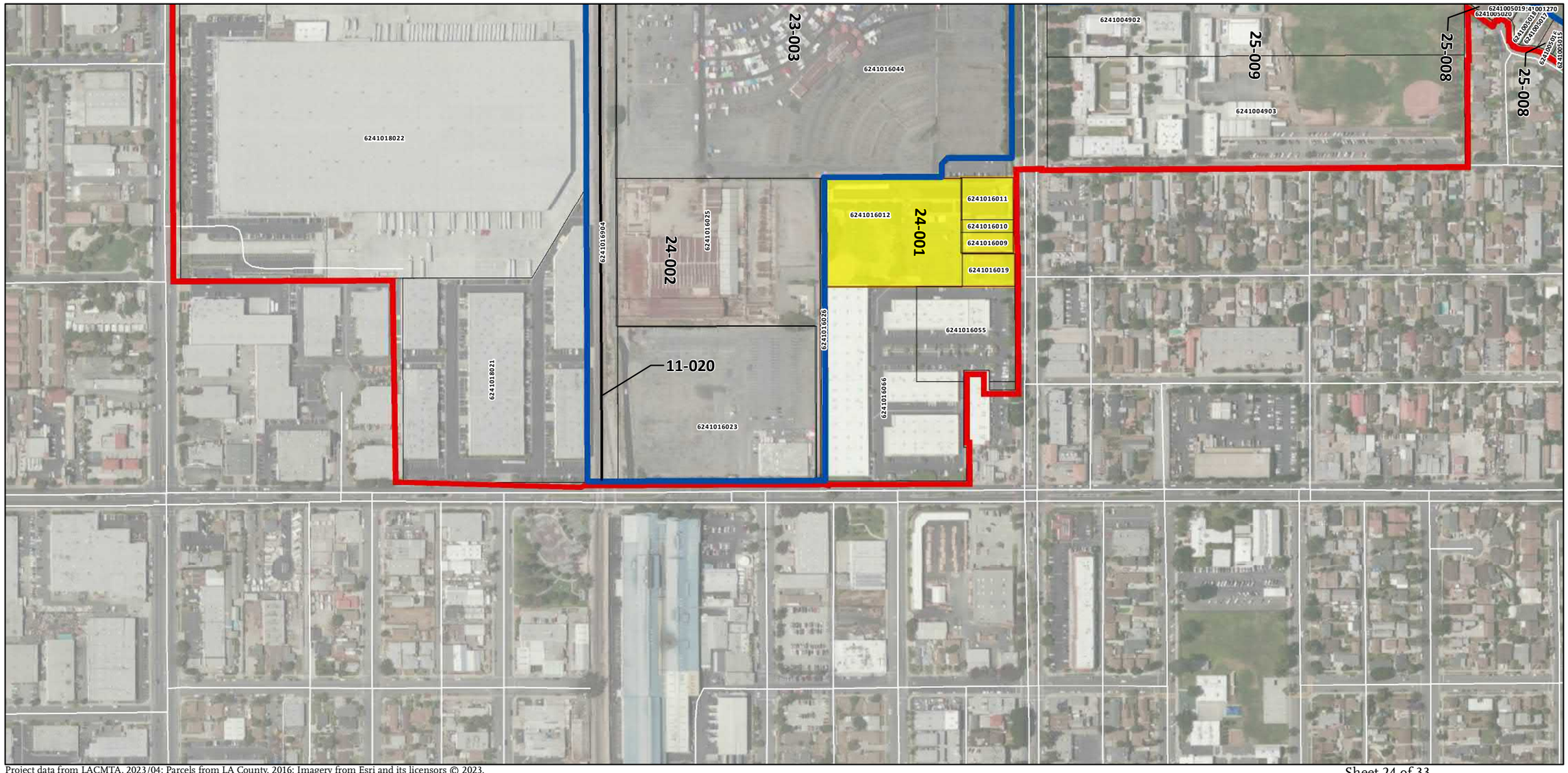
- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer

0 100 200 300 Feet

Sheet 23 of 33







Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

Direct APE

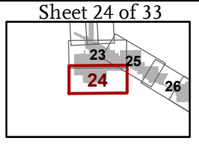
Architectural APE

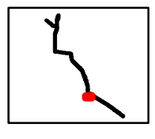
Parcels

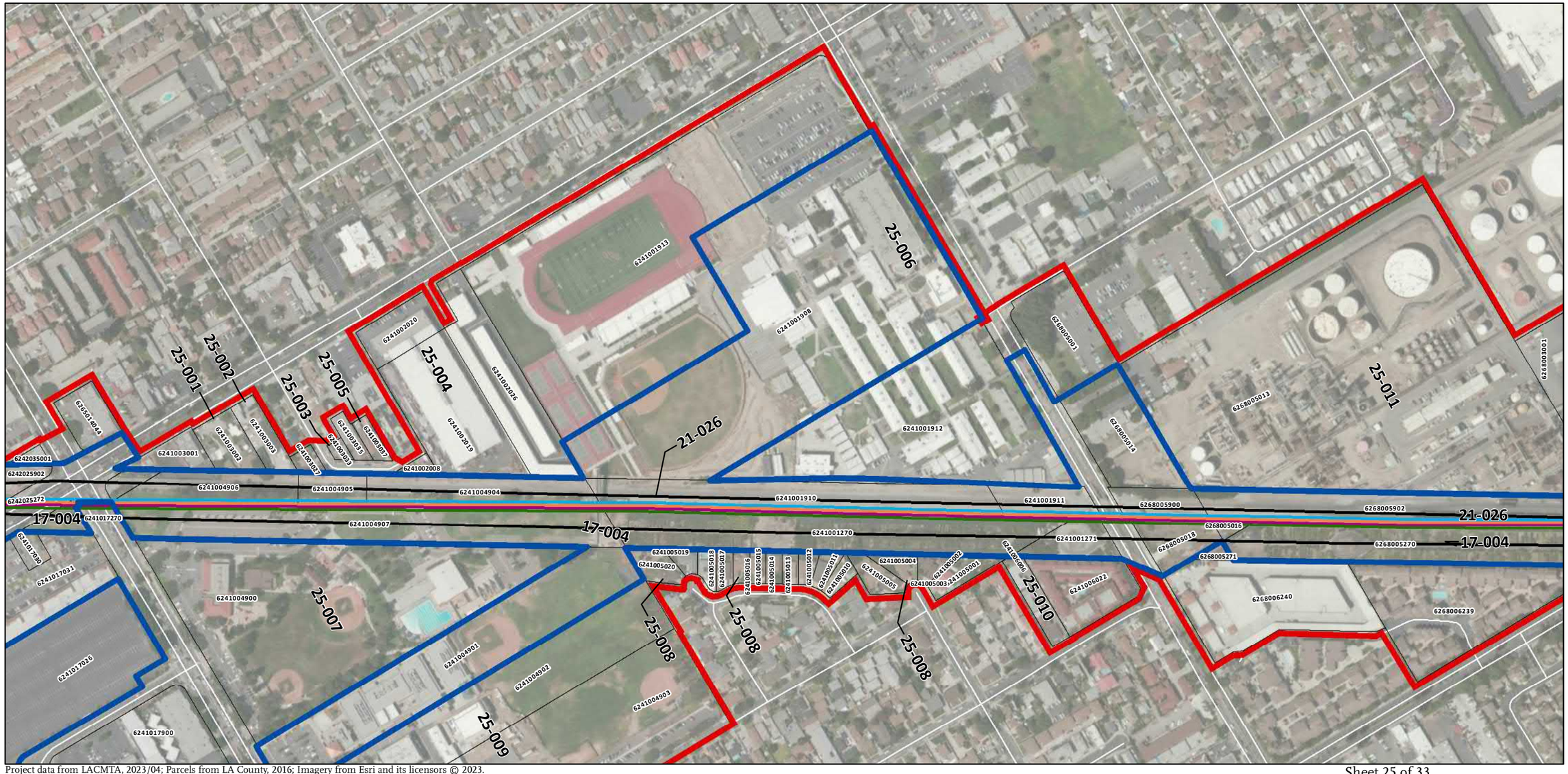
Property Listed and/or Eligible for Listing in the NRHP

0 100 200 300 Feet

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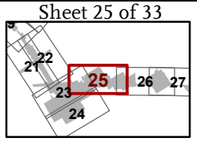
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

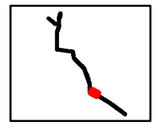
Direct APE
Architectural APE
Parcels

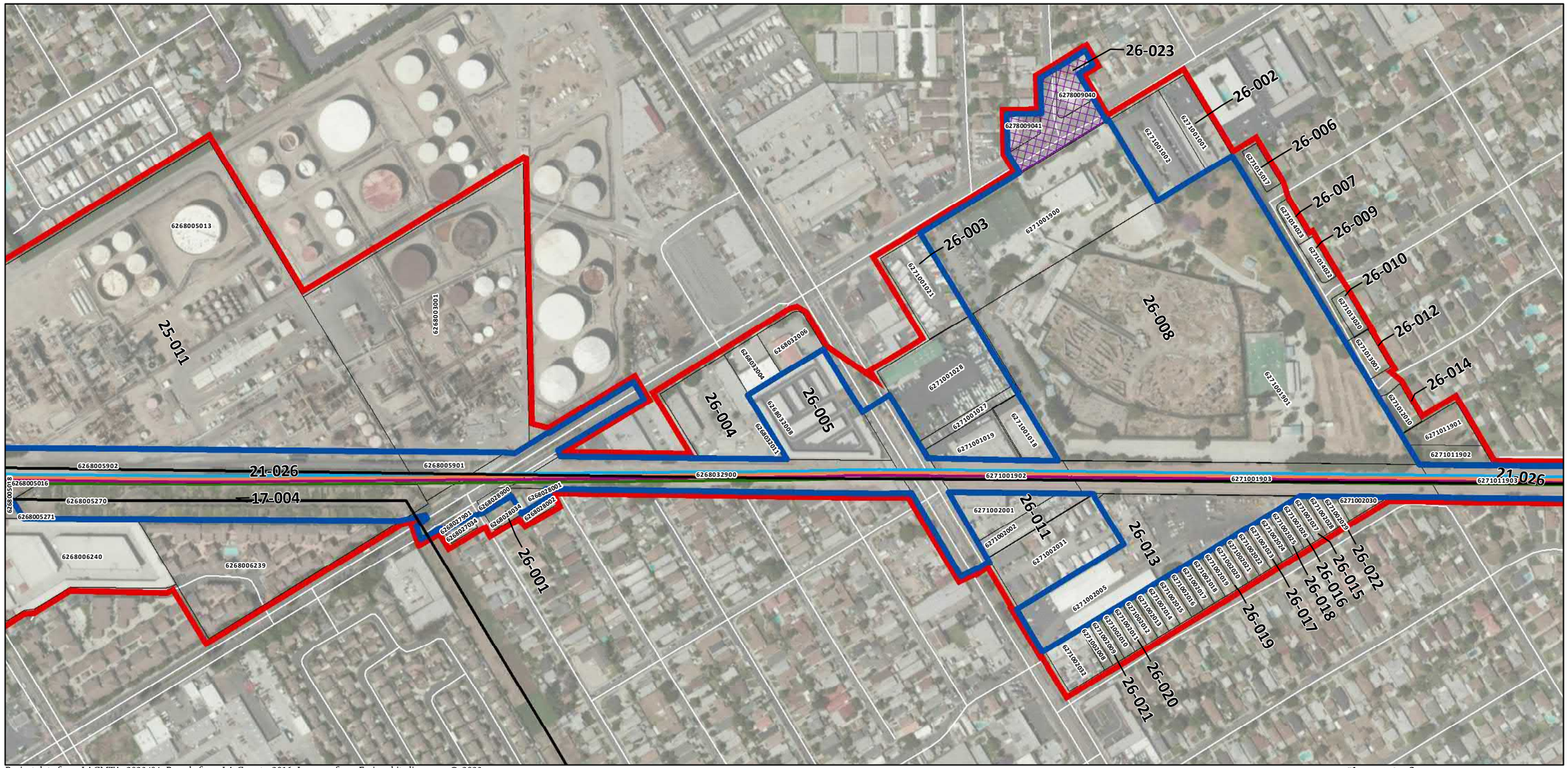
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Alternative 3: Slauson/A Line (Blue) to Pioneer
Alternative 4: I-105/C Line (Green) to Pioneer

0 100 200 300 Feet

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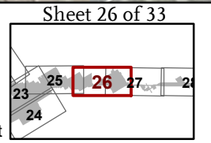




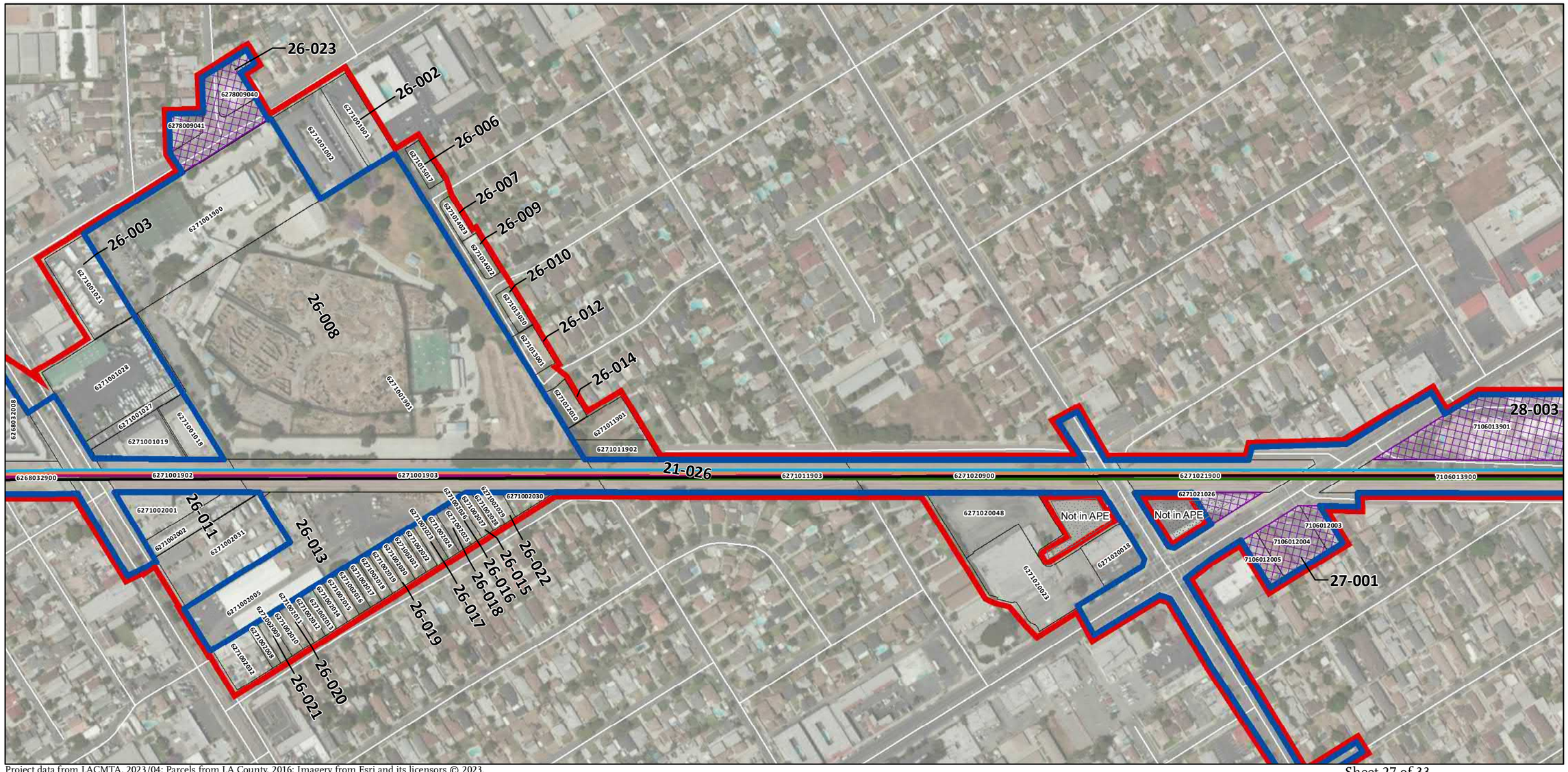
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet







Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

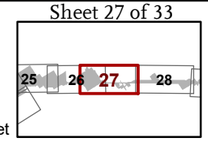
Direct APE
Architectural APE
Parcels

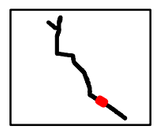
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Alternative 3: Slauson/A Line (Blue) to Pioneer
Alternative 4: I-105/C Line (Green) to Pioneer

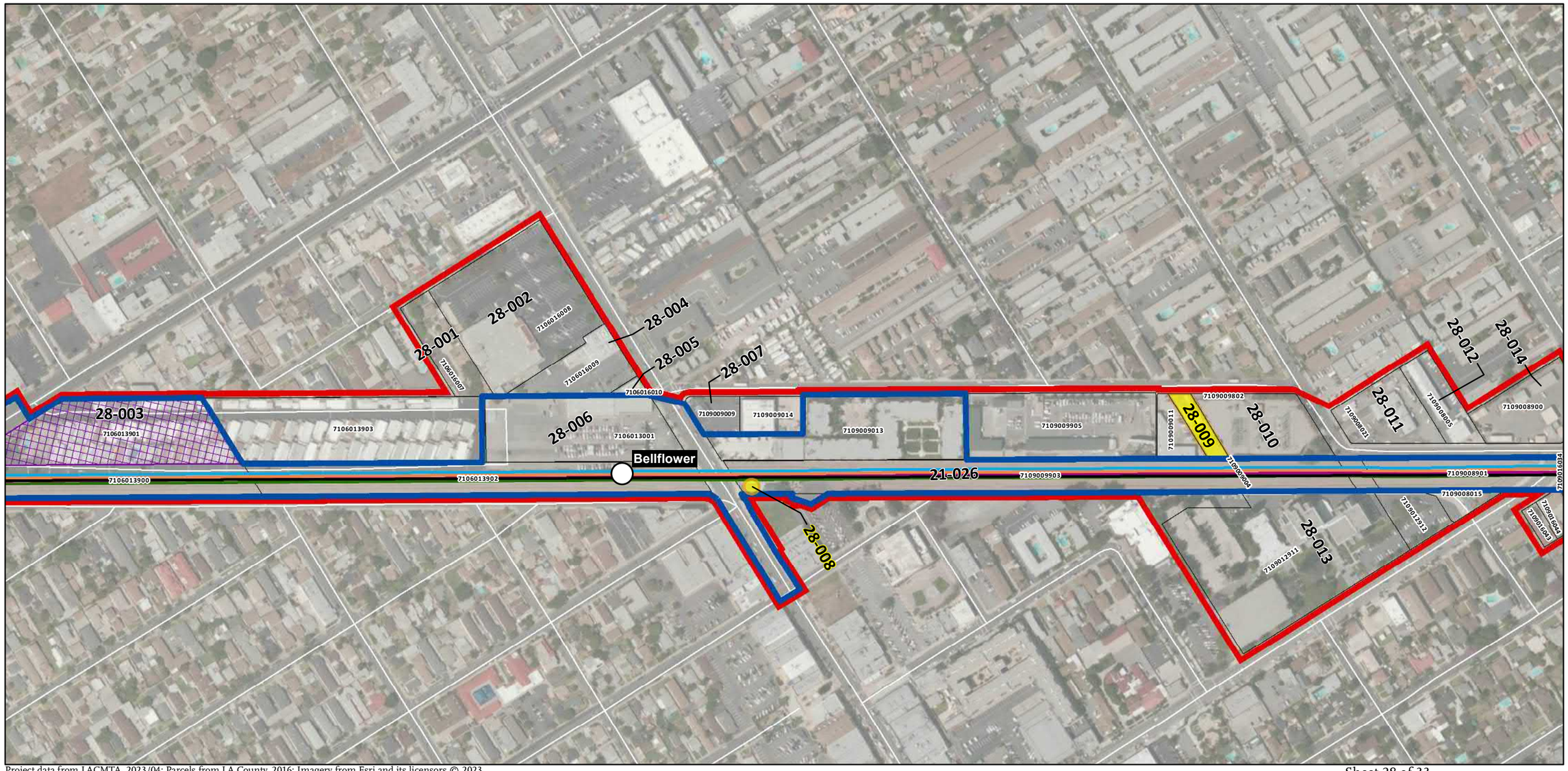
Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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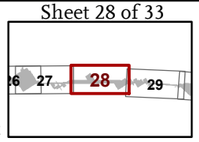


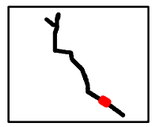
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

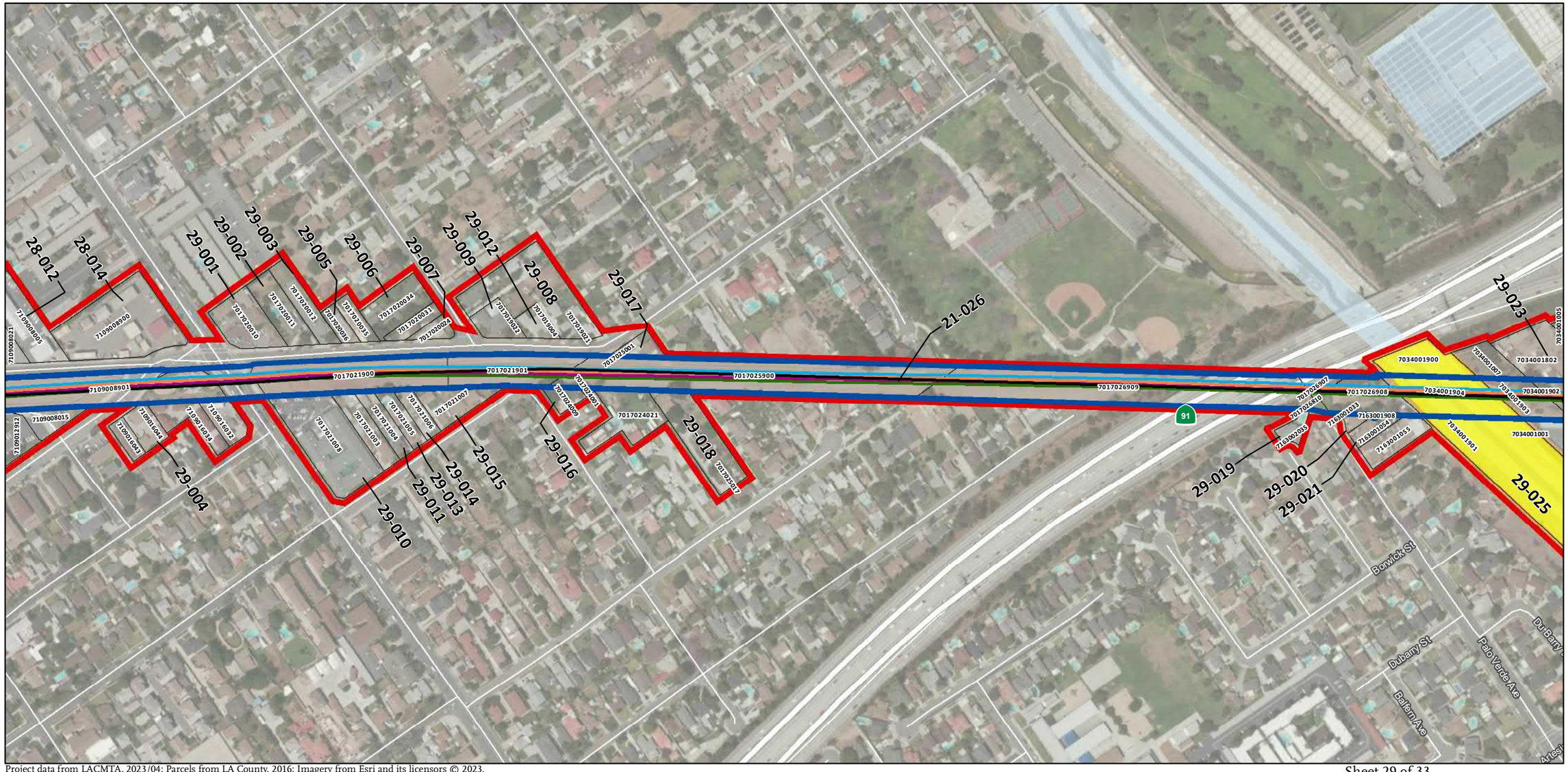
- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Non-Parcel Resource Listed in and/or eligible for listing in the NRHP
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

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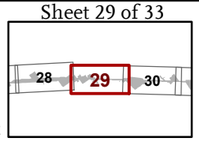


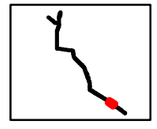
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

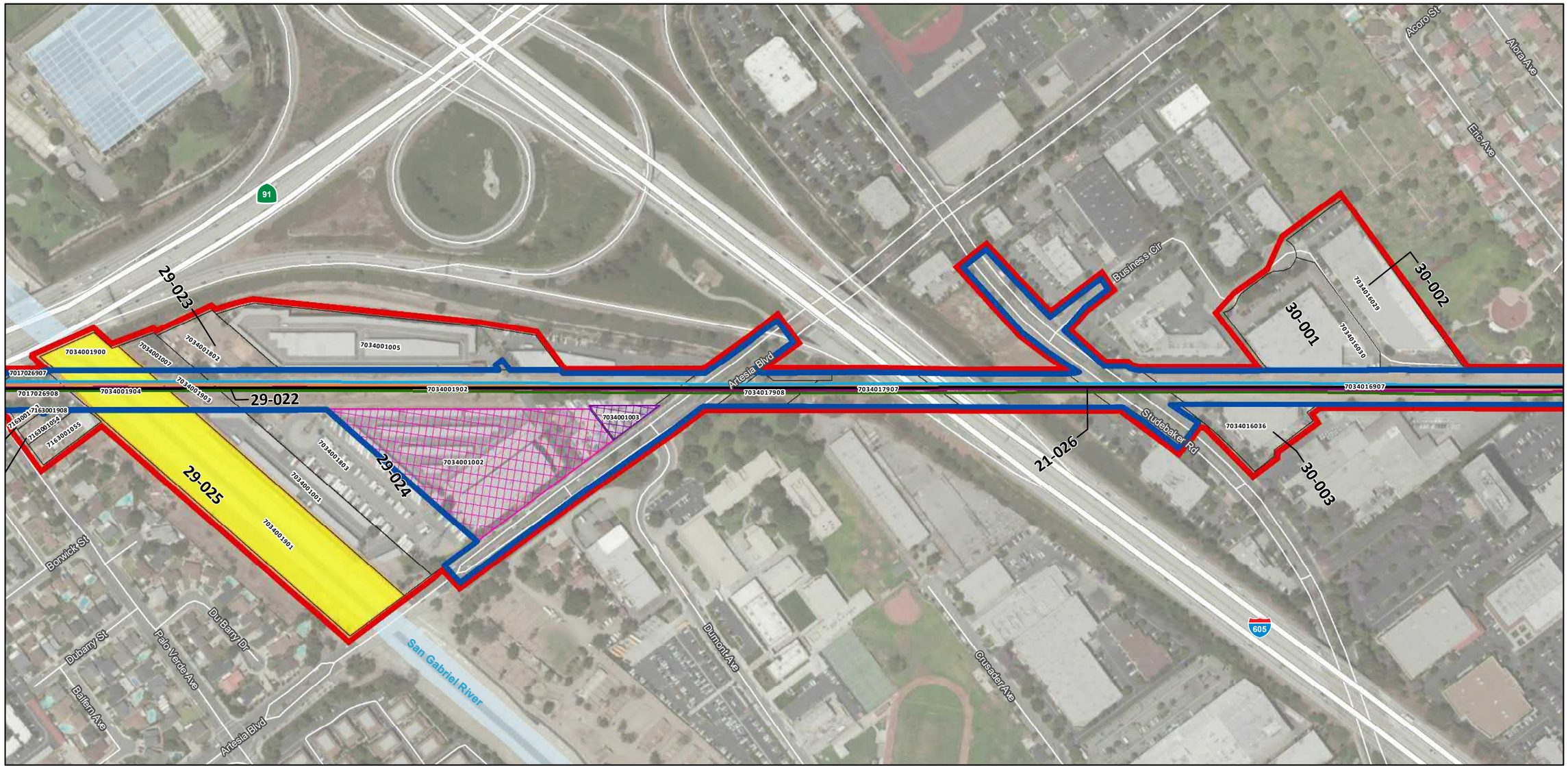
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP

0 100 200 300 Feet

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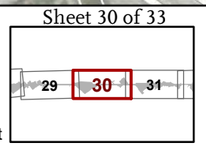




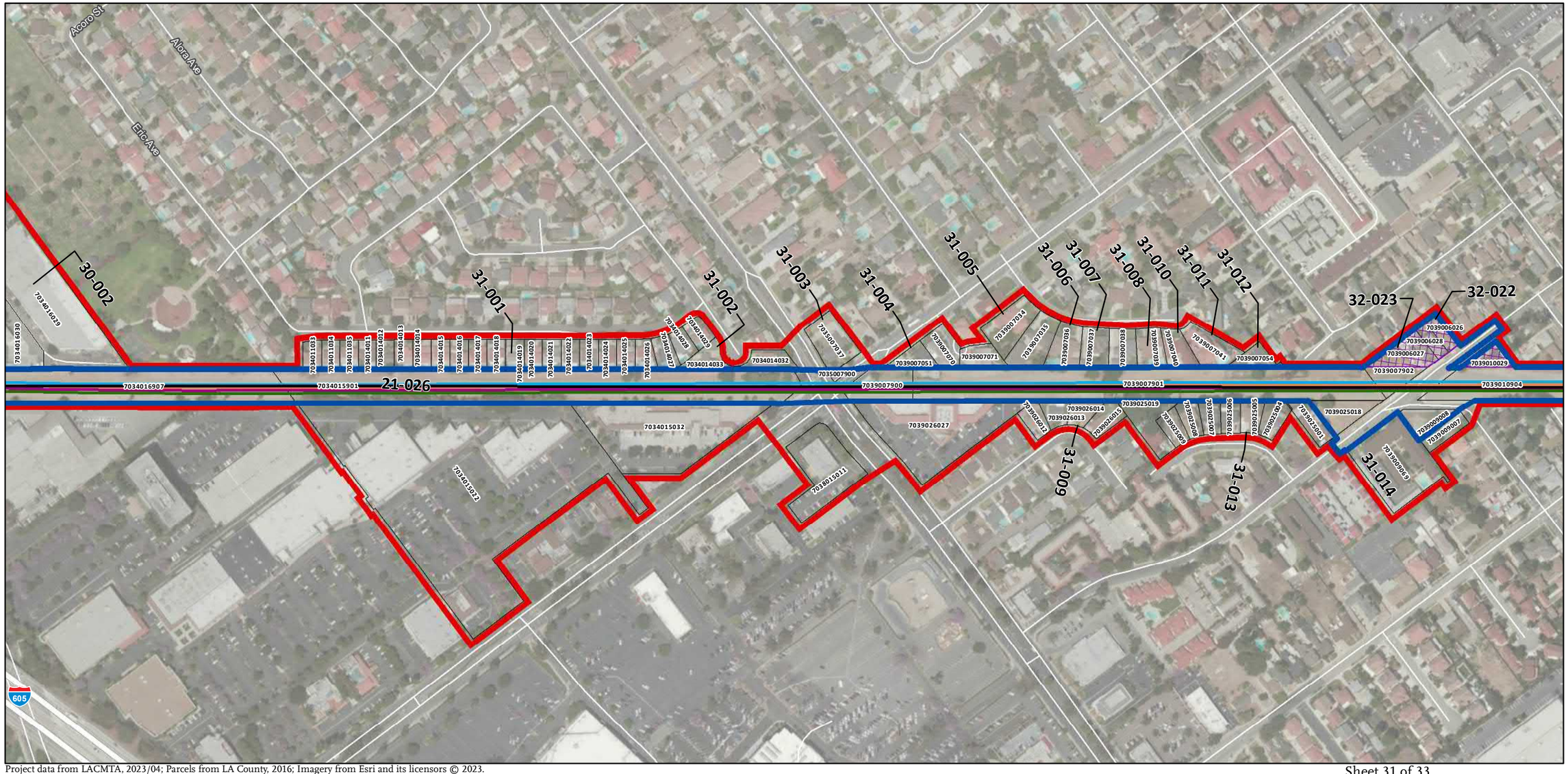
Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Property Listed and/or Eligible for Listing in the NRHP
- Moved From Architectural APE to Direct APE following SHPO Review in March 2020
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet





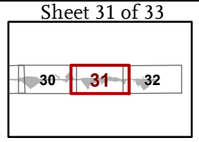


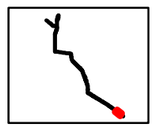
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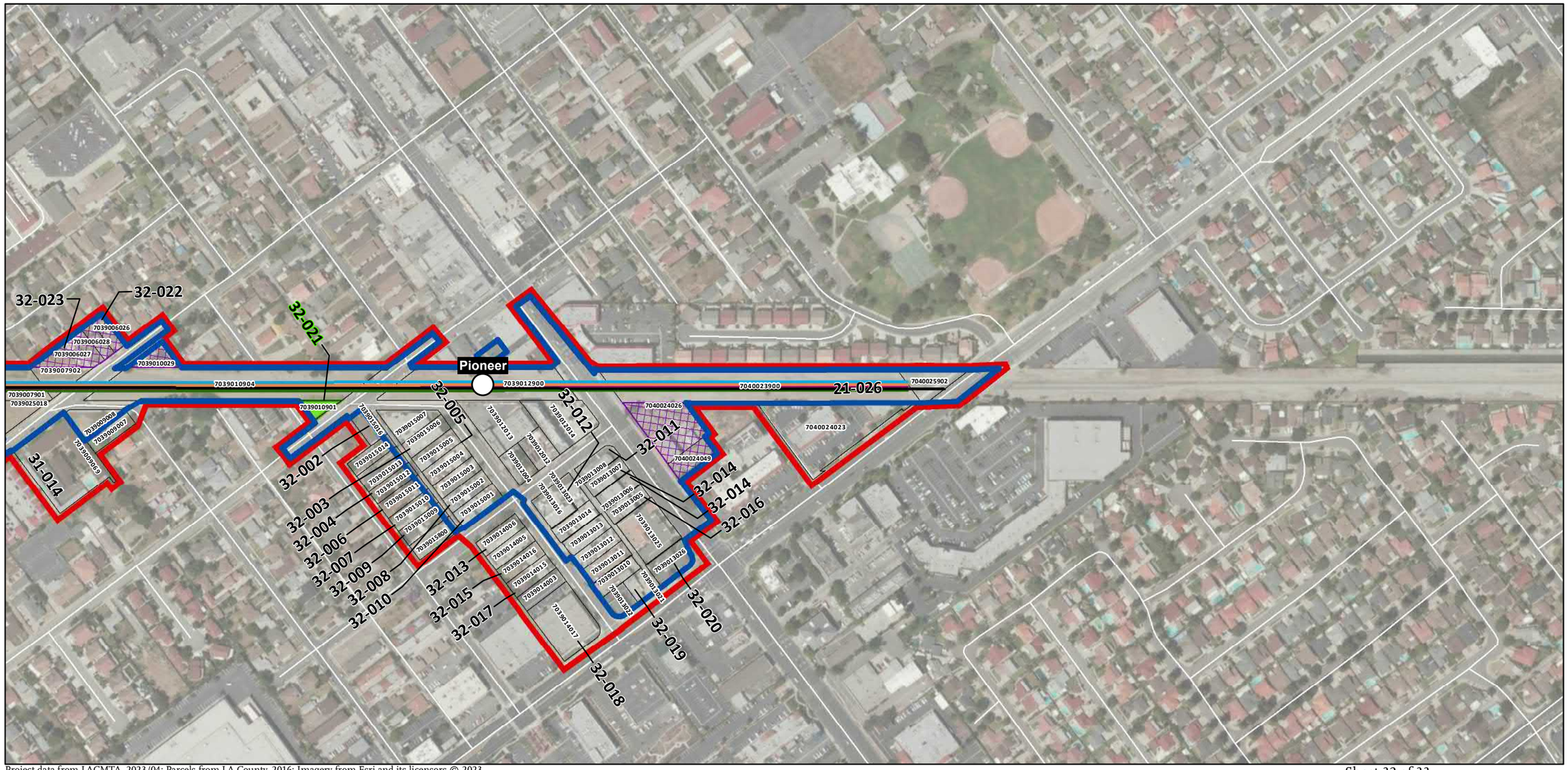
- Direct APE
- Architectural APE
- Parcels
- Alternative 1: Union Station to Pioneer
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- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Added to Direct APE following SHPO Review in March 2020

0 100 200 300 Feet

Sheet 31 of 33

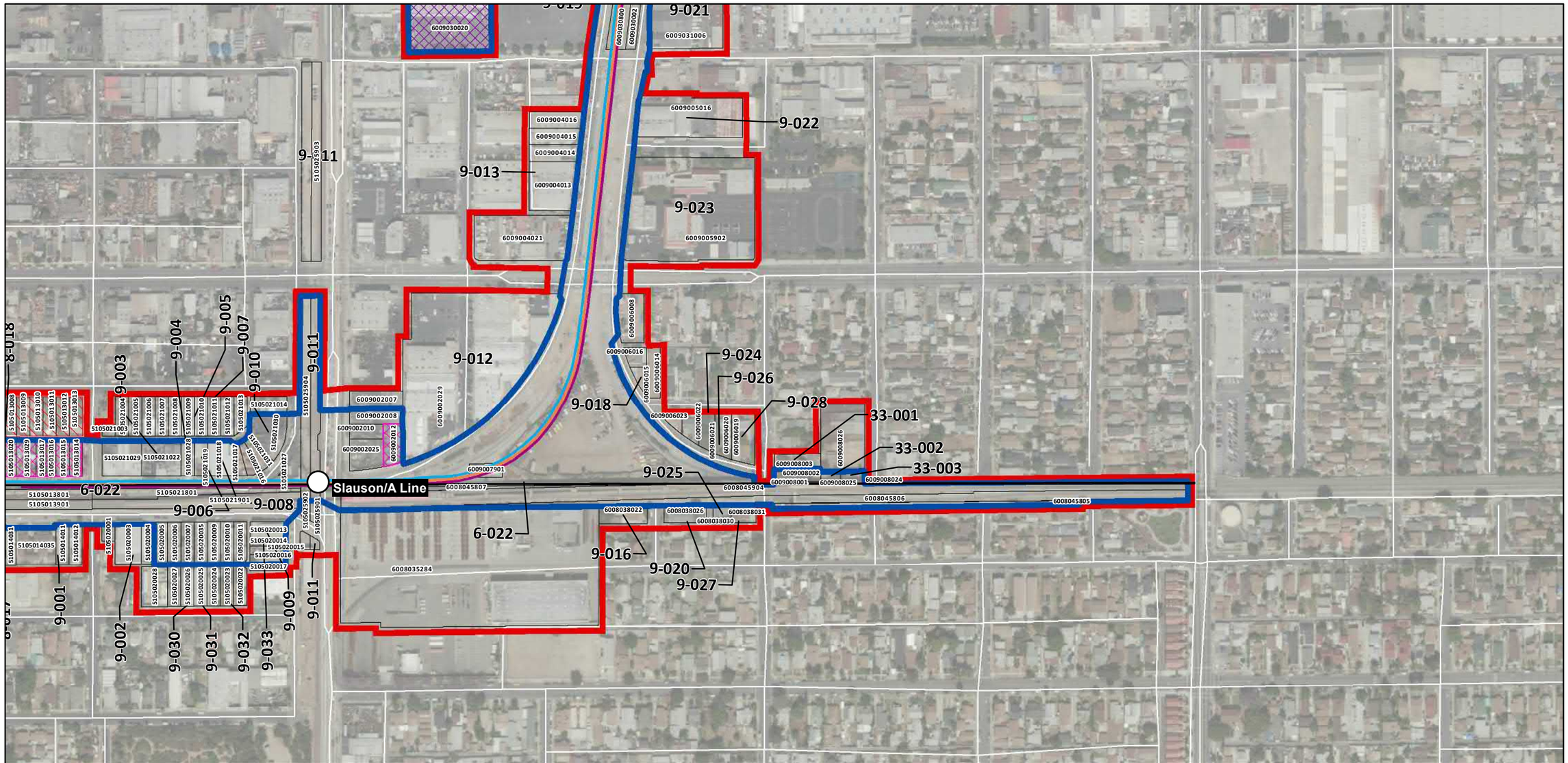






Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer
- Alternative 3: Slauson/A Line (Blue) to Pioneer
- Alternative 4: I-105/C Line (Green) to Pioneer
- Property Listed and/or Eligible for Listing in the CRHR and/or for Local Listing
- Added to Direct APE following SHPO Review in March 2020



Project data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

Direct APE
Architectural APE
Parcels
Station
Alternative 1: Union Station to Pioneer
Alternative 2: 7th St/Metro Center to Pioneer
Alternative 3: Slauson/A Line (Blue) to Pioneer
Moved From Architectural APE to Direct APE following SHPO Review in March 2020
Added to Direct APE following SHPO Review in March 2020
Added to Architectural APE following SHPO Review in March 2020

0 100 200 300 Feet

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APPENDIX B – CULTURAL RESOURCES RECORDS SEARCH RESULTS

Table B.1. Prior Cultural Resources Studies Conducted within APE

SCCIC Report Number	Study Title	Author	Year
LA-00078	Evaluation of the Archaeological Resources and Potential Impact of the Proposed Construction of Route I-105 freeway From El Segundo to Norwalk	Rosen, Martin D.	1975
LA-00358	An Archaeological and Paleontological Resource Survey of the Los Angeles River, Rio Hondo River and the Whittier Narrows Flood Control Basin, Los Angeles, California	Stickel, Gary E.	1976
LA-00483	Archaeological Resources Survey the Proposed Downtown People Mover Project Corridor Area	Greenwood, Roberta S.	1978
LA-01415	Cultural Resources Evaluation for the Los Angeles Central City Resource Recovery Facility (lancer EIR) Los Angeles, CA	Chavez, David	1984
LA-01578	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report	Anonymous	1983
LA-01642	Los Angeles Downtown People Mover Program Archaeological Resources Survey: Phase II Evaluation of Significance and Recommendations for Future Actions	Costello, Julia G.	1980
LA-01643	Los Angeles Downtown People Mover Program Archaeological Resources Survey Phase 3	Costello, Julia G.	1981
LA-01770	Report of Archaeological Reconnaissance Survey of ESA Project 7217b, City of Los Angeles, Los Angeles County, Ca	Salls, Roy A.	1989
LA-01997	First Street North Draft Environmental Impact Report	Anonymous	1990
LA-02486	Monitoring and Mapping: Union Station Utility Upgrade, CA-LAN-1575H	Kaptain, Neal	1991
LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Wlodarski, Robert J.	1992
LA-02644	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Wlodarski, Robert J.	1992
LA-02712	Archaeological Survey Report for the El Monte Busway Extension in the City of Los Angeles, Los Angeles County, California	Huey, Gene	1978
LA-02713	Aliso Street Historical Report El Monte Busway Extension in the City of Los Angeles 07-la-101 P.m.0. to .5 07202-417801	Weitze, Karen J.	1980
LA-02815	Native American Placenames in the Vicinity of the Pacific Pipeline Part 1: the Los Angeles Basin	King, Chester	1993

SCCIC Report Number	Study Title	Author	Year
LA-02816	Native American Placenames in the Vicinity of the Pacific Pipeline: Part 2: Gaviota to the San Fernando Valley: Draft	King, Chester	1993
LA-02838	Results of a Phase 1 Archaeological Study for the Proposed East Central Interceptor Sewer [ECIS] Project, East-west Alignment, Los Angeles County, California	Wlodarski, Robert J.	1993
LA-02882	Cultural Resources Investigations, Site Inventory, and Evaluations, the Cajon Pipeline Project Corridor, Los Angeles and San Bernardino Counties, California	McKenna, Jeanette A.	1993
LA-02950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Anonymous	1992
LA-02970	Cajon Pipeline Project Draft Environmental Impact Statement Environmental Impact Report	Chamberlaine, Pat and Jean Rivers-Council	1992
LA-03019	Results of a Phase I Archaeological Study for the Proposed East Central Interceptor Sewer [ECIS] Project, East-west Alignment, Los Angeles County, California	Wlodarski, Robert J.	1994
LA-03102	The Los Angeles County Drainage Area Subsequent Environmental Impact Report	McCawley, William, John Romani, and Dana Slawson	1994
LA-03103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Greenwood, Roberta S.	1993
LA-03151	Alameda District Plan, Los Angeles California: Prehistoric and Early Historic Archaeological Research	Dillon, Brian D.	1994
LA-03407	A Phase 2 Cultural Site Survey for the Rio Hondo Water Reclamation Program	Stickel, Gary E.	1994
LA-03408	Draft Report: A Cultural Resources Literature Search for the Rio Hondo Water Reclamation Program	Stickel, Gary E.	1994
LA-03496	Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments	Anonymous	n.d.
LA-03497	Draft Supplemental Environmental Impact Report Pasadena-Los Angeles Light Rail Transit Project	Anonymous	1994
LA-03498	Final Supplemental Environmental Impact Report Pasadena-Los Angeles Light Rail Transit Project	Anonymous	1994
LA-03501	Archaeological Record Search and Impact Evaluation for the Los Angeles Wastewater Program Management (NOS-NCOS) Project Los Angeles, California	Dillon, Brian D.	1990
LA-03511	Assessment of the Archaeological Impact by the Development of the Waste Water Facilities Plan W.O. 31389	Romani, John F.	1977

SCCIC Report Number	Study Title	Author	Year
LA-03583	The Los Angeles Basin and Vicinity: a Gazetteer and Compilation of Archaeological Site Information	Bucknam, Bonnie M.	1974
LA-03584	Our Pioneer Mother	MacDonald, Lenora Johnson	1931
LA-03645	Phase I Archaeological Survey and Cultural Resources Assessment of the Metropolitan Water District Headquarters Study Area, Los Angeles, California	Whitley, David S.	1995
LA-03694	Phase I Archaeological Survey of 4.2 Acres at the Southeast Corner of Santa Fe Avenue and Randolph Street Huntington Park, Los Angeles County, California	Maki, Mary K.	1997
LA-03707	Preliminary Report of the Potential Impact on Archaeological Resources of the Proposed Gas Transmission Pipeline from Los Angeles Harbor to Yorba Linda - Southern California Gas Co.: Environmental Analysis	Clewlow, C. William Jr.	1974
LA-03773	Preliminary Assessment of Potential Impacts and Evaluation of Cultural Resources Along Proposed Transit System Alignment Alternatives in the City of Los Angeles, Los Angeles County, California	Singer, Clay A.	1978
LA-03783	Archaeological Element of the Metropolitan Water District of Southern California Headquarters Facility Site Study Analysis	White, Robert S. and Laura S. White	1993
LA-03796	Technical Report of Cultural Resources Studies for the Proposed Wtg-west, Inc. Los Angeles to San Francisco and Sacramento, California Fiber Optic Cable Project	BioSystems Analysis, Inc.	1989
LA-03813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Anonymous	1992
LA-03946	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 057-03, 433 East Temple Street, City and County of Los Angeles, California	McLean, Deborah K.	1998
LA-04080	Archaeological Research Design and Treatment Plan: T19-002883 Metropolitan Water District of Southern California Headquarters Facility Project	Goldberg, Susan K. and Horne, Melinda C.	1996
LA-04097	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	Anonymous	1995
LA-04209	Cultural Resource Assessment for the Esteban E. Torres Rio Hondo Recycled Water Project, Los Angeles County, California	Allen, Kathleen C.	1998
LA-04263	General Services Administration Federal Center: Archaeological Assessment Report Phase 2	Padon, Beth	1986
LA-04323	Cultural Evolution in the Archaic/Mesolithic: a Research Design for the Los Angeles Basin	Hill, James N.	1985

SCCIC Report Number	Study Title	Author	Year
LA-04386	Cultural Resources Overview Los Angeles County Metropolitan Transportation Authority's Interstate Commerce Commission Abandonment Exemption Pasadena-Los Angeles Light Rail Transit Project	Anonymous	1993
LA-04440	Carson-to-Norwalk Pipeline	Self, William	1998
LA-04448	Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California	Richard Starzak	1994
LA-04467	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Hatheway, Roger G. and Richard Starzak	1983
LA-04615	Cultural Resource Assessment for the AT&T Wireless Services Facility Number C106, County of Los Angeles, California	Duke, Curt	1999
LA-04616	Cultural Resource Assessment for the AT&T Wireless Services Facility Number 518.2, County of Los Angeles, California	Duke, Curt	1999
LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	Starzak, Richard	1994
LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Ashkar, Shahira	1999
LA-04836	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	2000
LA-04880	Pavement Rehabilitation Along Route 605 Within the Cities of Long Beach, Lakewood, Cerritos, Downey, Pico Rivera, Santa Fe Springs, Whittier, City of Industry, Baldwin Park and Irwindale.	Smith, Philomene and Sriro, Adam	2000
LA-04886	Upgrade of the Existing Eastbound 91 Connector to Northbound 605 and the Westbound Connector to Southbound 605	Smith, Philomene C.	2000
LA-04977	Cultural Resource Assessment for AT&T Fixed Wireless Services Facility Number La_620_a, County of Los Angeles, California	Duke, Curt	2001
LA-04978	Cultural Resource Assessment for AT&T Fixed Wireless Services Facility Number La_106_a, County of Los Angeles, Ca	Duke, Curt	2000
LA-05131	Negative Archaeological Survey Report: 119910	Iverson, Gary	1999
LA-05209	A Cultural Resources Investigation of the Property Located at 9920 Flora Vista Drive, City of Bellflower, Los Angeles County, California	McKenna, Jeanette A.	2001
LA-05426	Negative HPSR Form: Central Ave. Improvements	Hale, Alice E.	2001

SCCIC Report Number	Study Title	Author	Year
LA-05433	Exposure of Brick Remains Along Central Avenue Little Tokyo, City of Los Angeles	Slawson, Dana N.	2001
LA-05446	Report for Monitoring: Sewer Pipe Repair at Alameda and Arcadia Streets, Los Angeles	Savastio, Scott A.	2001
LA-05450	Archaeological Monitoring Report: Los Angeles Web Host 900 South Alameda Street, Los Angeles, California	Savastio, Scott A.	2001
LA-06087	The Metropolitan Water District of Southern California Headquarters Facility Project Archival Documentation for the Southern Ramp and Service Wing at Union Station, Los Angeles	Lisecki, Lee	1996
LA-06101	Historic Property Survey Report Long Beach Avenue/Metro Rail Blue Line Pedestrian Grade Crossing	Slawson, Dana N.	2000
LA-06167	Cultural Resource Assessment at & T Wireless Services Facility No. 05111a Los Angeles County, California	Duke, Curt	2002
LA-06216	Records Search Results for Sprint Pcs Facility La54xc742d (the Plain Site), Located at 16211 Bellflower Blvd., Bellflower in Los Angeles County, California	Bonner, Wayne H.	2001
LA-06357	Malibu Generating Station Project Vernon, California	Christy, Juliet L.	2001
LA-06375	Highway Project to Close Vignes Street On-ramp and the Hewitt Street On-/off Ramps to Us-101 and to Construct New On-/off Ramps to the South at Garey Street in the City of Los Angeles	Sylvia, Barbara	2002
LA-06382	The Metropolitan Water District of Southern California Headquarters Facility Project the People of Yaanga?: Archaeological Investigations at CA-LAN-1575/h	Goldberg, Susan K., Bradley J. Adams, Carole Denardo, Scott A. Williams, Marilyn J. Wyss, Mark C. Robinson, Jill A. Onken, and Melinda C. Horne	1999
LA-06394	California Theater, Historic Structures Report	Milosfsky, Michali	1990
LA-07162	Cultural Resource Assessment Santa Fe Pacific Pipeline Expansion Project, Los Angeles County, California	Anonymous	1997
LA-07178	Report on Cultural Resources Mitigation and Monitoring Activities Fluor/level (3) Los Angeles Local Loops	Unknown	2001
LA-07555	Inspection of Auger Bore Samples for the Coyote Pass Geotechnical Project	Hale, Alice E.	2004
LA-07558	Archaeological Monitor Report Alameda Street Improvements	Hale, Alice E. and Scott Savastion	2004

SCCIC Report Number	Study Title	Author	Year
LA-07564	Archaeological Status Report: Collections and Reports	Greenwood, Roberta S.	1998
LA-07568	Paleontological Resource Survey and Impact Evaluation for a Proposed Rapid Transit System in the City of Los Angeles, Los Angeles County, California	Bernor, Raymond L.	1978
LA-07616	Cultural Resource Records Search and Site Visit Results for T-Mobile Telecommunications Facility Candidate La03347a (Firestone/Atlantic), 8660 Atlantic Avenue, South Gate, Los Angeles County, California	Bonner, Wayne H.	2006
LA-07626	Records Search Results and Site Visit for Cingular Wireless Facility Candidate Sm-256-04 (Lugo Park) 7810 Otis Avenue, Cudahy, Los Angeles County, California	Bonner, Wayne H.	2004
LA-07658	Cultural Resources Investigation for the Proposed Huntington Park Community Center, 6925 Salt Lake Avenue, Huntington Park, Los Angeles County, California	McKenna, Jeanette A.	2006
LA-07826	Cultural Resources Records Search and Constraints Analysis Report: LAX/South (Orange County) High Speed Ground Access Study, Los Angeles and Orange Counties, California	Shepard, Richard S. and Roger D. Mason	2001
LA-07888	Archaeological Resources Assessment for the Proposed Public Safety Facilities Master Plan Project, City of Los Angeles, California	Strauss, Monica	2004
LA-07945	Archaeological Inventory Report: East Downtown Truck Access Improvements Project, Los Angeles, California	Messick, Peter	2006
LA-07950	Archaeological Survey Report for the Interstate 105 (I-105) Dewatering Wells Beneficial Re-use of Groundwater Project, in the Cities of Paramount, Compton, Long Beach, and Carson, Los Angeles County, California	Harper, Caprice D.	2006
LA-07952	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor, Volume 1	Livingstone, David M., McDougall, Dennis, Goldberg, Susan K., and Nettles, Wendy M.	2006
LA-08026	Treatment Plan for Potential Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan Los Angeles, California	Carrico, Richard L.	1985
LA-08255	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	Arrington, Cindy and Nancy Sik	2006
LA-08513	Archaeological Inventory: Emergency Operations Center, Fire Station, and Parking Garage	Foster, John M.	2005

SCCIC Report Number	Study Title	Author	Year
LA-08514	Historical Assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California	Gregory, Carrie and Margarita Wuellner	2004
LA-08515	Historical Evaluation Report for the Downtown Bus Maintenance and Inspection Facility, Los Angeles, California	Wuellner, Margarita J.	2005
LA-08519	The Metropolitan Water District of Southern California Headquarters Facility Project; Union Station, Los Angeles, California	Various	1997
LA-08533	Archaeological Monitor Report: the California Endowment, Downtown Headquarters and Conference Center Project, Los Angeles, California	Hale, Alice E. and Scott Savastio	2004
LA-08541	Cultural Resource Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate La-057-01, (el-005-01), Dwp Equipment Yard, 433 East Temple Avenue, Los Angeles, Los Angeles County, California	Bonner, Wayne H.	2005
LA-08910	Archaeological Monitoring Report Mangrove Parking Lot Project, Los Angeles, California	Messick, Peter and Alice E. Hale	2007
LA-09394	Historic Property Survey Report Long Beach Avenue/Metro Rail Blue Line Pedestrian Grade Crossing Project	Kane, Diane	2000
LA-09455	A Cultural Resources Investigations and Historic Building Evaluations for the Proposed Paramount High School Improvements Project in the City of Paramount, Los Angeles Co., CA	McKenna, Jeanette A.	2008
LA-09841	Cultural Resources Survey and Testing for the 41st Place and Alameda Project, Los Angeles County, California	Game, Emily, Edward J. Knell, and Kevin Hunt	2007
LA-09844	Draft: Los Angeles Eastside Corridor, Revised Cultural Resources Technical Report, Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report	Anonymous	2001
LA-09900	A Cultural Resources Assessment of a Proposed Deteriorated Pole Replacement Project (WO 800060471, 4405-0472) Near South Gate, Los Angeles County, California	L. Suzann Henrikson, Matthew DeCarlo, and Rebecca Orfila	2008
LA-10188	Construction of a pipeline located adjacent to the frontage road between Garfield Avenue and Paramount Avenue, and the City's Water Plant Yard located on Stewart and Gray Road between Bellflower Boulevard and Woodruff Avenue in the City of Downey	Horne, Melinda C.	2002
LA-10397	Draft Final: Archaeological Monitoring Along the Pacific Pipeline	Berryman, Judy and Craig Woodman	2001

SCCIC Report Number	Study Title	Author	Year
LA-10506	Cultural Resources Monitoring: North Outfall Sewer - East Central Interceptor Sewer Project	Greenwood, Roberta S., Scott Savastio, and Peter Messick	2004
LA-10507	Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail'' Draft Environmental Impact Statement and Environmental Impact Report	Anonymous	1983
LA-10524	Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, second draft. Addendum to Finding of Effect (February 21 1995; October 27, 1998)	Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	2000
LA-10539	Malburg Generating Station Cultural Resources inventory and Evaluation Report	Anonymous	2003
LA-10542	Historical Architectural Survey and Evaluation Report and Finding of no Adverse Effect	Grimes, Teresa	1998
LA-10543	Archaeological Initial Study Report and mitigation plan for the San Fernando Valley MRT Fiber Optic Line Project, Cities of Canoga Park, Burbank and Los Angeles, California	Gust, Sherri	2003
LA-10606	Final Archaeological Assessment for the Temple Street widening project, City of Los Angeles, California	Dietler, Sara, Adela Amaral, and Linda Kry	2010
LA-10638	Preliminary Historical/ Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California	Tang, Bai "Tom"	2010
LA-10641	Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino	Tang, Bai "Tom"	2010
LA-10772	Historic Building Survey - Los Angeles Downtown People Mover Program Report for Determination of Eligibility	Hatheway, Roger	1979
LA-10805	Cultural Resources Mitigation Compliance Report for the Metro Gold Line Eastside Extension, City of Los Angeles, California. For the Period 2004 to 2006	Gust, Sherri and Amy Glover	2009
LA-10806	Addendum-Paleontological and Cultural Resource Compliance Monitoring Report, Los Angeles County, Metropolitan Transit Authority, Eastside Gold Line Transit Corridor Project	Loftus, Shannon L.	2010
LA-10856	Cultural Resource Monitoring and Mitigation Plan for the Los Angeles County Metropolitan Transportation Authority Eastside Gold Line Transit Corridor, Los Angeles, Los Angeles County, California	Glenn, Brian K. and Sherri Gust	2004

SCCIC Report Number	Study Title	Author	Year
LA-10860	Exposition Corridor Light Rail Transit Project Construction Phase Cultural Resources Monitoring and Treatment Plan	Robinson, Mark	2007
LA-10887	Historic Property Survey Report for the North Outfall Sewer-East Central Interceptor Sewer, City of Los Angeles, County of Los Angeles, California	Starzak, Richard, Alma Carlisle, Gail Miller, Catherine Barner, and Jessica Feldman	2001
LA-11021	Rancho Los Amigos Historic District Update Report	Carmack, Shannon and Rebecca Silva	2011
LA-11048	American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112359) - Improved Access Controls, Station Hardening, CCTV Surveillance System, and Airborne Particle Detection at Los Angeles Station and Maintenance Yard, LA, CA	Speed, Lawrence	2009
LA-11103	Cultural Resources Records Search and Site Visit for T-Mobile USA Inc. LA33312A/staub Metals, 7747 E. Rosecrans Avenue, Paramount, Los Angeles County, California 90723	Johnson, Brent	2010
LA-11115	Final Report: Historical Archaeology at the Headquarters Facility Project Site, the Metropolitan Water District of Southern California	Costello, Julia G., Adrian Praetzellis, Mary Praetzellis, Erica S. Gibson, Judith Marvin, Michael D. Meyer, Grace H. Ziesing, Susan K. Goldberg, Sherri M. Gust, Madeleine Hirn, William Marvin Mason, Elaine-Maryse Solari, and Suzanne B. Stewart	1999
LA-11165	Draft - Environmental Impact Statement, United States General Services Administration, GSA Document Number: ZCA81642/1999 Los Angeles U.S. Courthouse, Los Angeles, California	Carnevale, Mike	2001
LA-11242	Los Angeles Union Station, TEA-21 Improvements Section 106 Review, FTA Project Number CA-03-0504-01	Johnson McAvoy, Christy	2001
LA-11409	Construction Phase Cultural Resources Monitoring and Treatment Plan for the City of Los Angeles North Outfall - East Central Interceptor Sewer Project	Horne, Melinda C.	2000

SCCIC Report Number	Study Title	Author	Year
LA-11484	Partial List of Indian Village Sites in Lost [sic] Angeles County, with a few in Orange County. (Information from Eugene Robinson, Handwritten, in "Reconnaissance Sites 15F" Loose-leaf Notebook of Mr. E.F. Walker, Southwest Museum, Los Angeles, California	Walker, E.F. and Robinson, Eugene	
LA-11618	Los Angeles Wholesale Terminal Market Historic Resource Report	Grimes, Teresa, MacKenzie, Jessica, and Fatone, Jessica	2007
LA-11710	Regional Connector Transit Corridor Draft Environmental Impact Statement/ Draft Environmental Impact Report, Appendix Y Cultural Resources-Archaeology	Unknown	2011
LA-11719	Results of a Phase I Archaeological Study for Proposed AT&T Wireless Telecommunications Site LA0661 (Bellflower Civic Center) located at 9939 Belmont Street, Bellflower, California	Wlodarski, Robert	2011
LA-11747	Programmatic Agreement Compliance Report, twenty-first Reporting Period, July 1, 2005-- March 31, 2006	Sakai, Rodney	2006
LA-11748	Programmatic Agreement Compliance Report Fifteenth Reporting Period July 1-- December 31, 2002	Sakai, Rodney	2003
LA-11918	Draft Environmental Impact Report for the Firestone Boulevard/Atlantic Avenue Intersection Improvement Project	Schalman, Gary	2007
LA-11993	Finding of No Adverse Effect for the Proposed Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange	O'Neill, Laura	2012
LA-12421	Terminal Annex, Los Angeles California	Sorenson, John	2000
LA-12584	Restoration of Historic Streetcar Service in Downtown Los Angeles	Rogers, Leslie	2013
LA-12965	Submission Packet, FCC Form 621, for proposed Collocation Project, 808 South Flower Street, Los Angeles, Los Angeles County, California 90017 DLA104, EBI Project Number: 6115005143	Green, Alexis	2016
LA-13239	Extent of Zanja Madre	Gust, Sherri	2017

Table B.2. Previously Identified Archaeological Sites within the Records Search Study Area

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-000007; CA-LAN-000007H	Site	Multi-component	Prehistoric artifact scatter with historic refuse and section of the Zanja Madre	Recommended Eligible for the NRHP and CRHR	Northern; Alternative 1	Outside APE
19-000400; CA-LAN-000400	Site	Prehistoric	Isolated ground stone artifacts	Not evaluated	Southern	Outside APE
19-000887; CA-LAN-000887H	Site	Historic	Building foundations, trash scatters, water conveyance system	Not Evaluated	Northern; Alternative 1	Outside APE
19-001112; CA-LAN-001112H	Site	Historic	Foundations, refuse deposits, and a historic cemetery	Not Evaluated	Northern; Alternative 1	Outside APE
19-001575; CA-LAN-001575H	Site	Multi-component	Prehistoric cemetery and historic remains of Chinatown	Eligible for the NRHP and CRHR	Northern; Alternative 1	Direct APE
19-002545	Site	Historic	Refuse deposit including glass and brick fragments	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002563; CA-LAN-002563H	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-002610; CA-LAN-002610H	Site	Historic	Railroad tracks	Not evaluated	Northern; Alternative 1	Outside APE
19-002741; CA-LAN-002741H	Site	Historic	Building Foundations	Not Evaluated	Northern; Alternative 1	Outside APE
19-002748; CA- LAN-002748H	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002828; CA-LAN-002828H	Site	Historic	Refuse scatter	Not Evaluated	Northern; Alternative 1	Outside APE
19-002834; CA-LAN-002834H	Site	Historic	Foundation pads; railway segment	Not Evaluated	Northern	Outside APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-002835; CA-LAN-002835H	Site	Historic	Railroad track scale	Not Evaluated	Northern	Outside APE
19-002839; CA-LAN-002839H	Site	Historic	Refuse deposit	Not evaluated	Southern	Outside APE
19-002842; CA-LAN-002842H	Site	Historic	Multiple refuse deposits	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002843; CA-LAN-002843H	Site	Historic	Multiple refuse deposits	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002844; CA-LAN-002844H	Site	Historic	Multiple refuse deposits	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002845; CA-LAN-002845H	Site	Historic	Multiple refuse deposits	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002846; CA-LAN-002846H	Site	Historic	Foundation pads	Not Evaluated	Northern	Outside APE
19-002849; CA-LAN-002849H	Site	Historic	Utility lines	Not Evaluated	Northern	N/A confirmed no longer extant
19-002854; CA-LAN-002854H	Site	Historic	Brick septic tank	Not Evaluated	Northern	Outside APE
19-002855; CA-LAN-002855H	Site	Historic	Foundation pad	Not Evaluated	Northern	Outside APE
19-002857; CA-LAN-002857H	Site	Historic	Railroad segment	Not Evaluated	Northern	Outside APE
19-002859; CA-LAN-002859H	Site	Historic	Utility conduit	Not Evaluated	Northern	Outside APE
19-002860; CA-LAN-002860H	Site	Historic	Storm drain segment	Not evaluated	Northern	Outside APE
19-002863; CA-LAN-002863H	Site	Historic	Utility vault	Not Evaluated	Northern	Outside APE
19-002870; CA-LAN-002870H	Site	Historic	Structure	Not Evaluated	Northern	Outside APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-002871; CA-LAN-002871H	Site	Historic	Utility vault	Not Evaluated	Northern	Outside APE
19-002877; CA-LAN-002877H	Site	Historic	Privy	Not Evaluated	Northern	Outside APE
19-002880; CA-LAN-002880H	Site	Historic	Foundations, refuse deposits, wells	Not Evaluated	Northern	Outside APE
19-002881; CA-LAN-002881H	Site	Historic	Refuse deposit	Not Evaluated	Northern	Outside APE
19-002883; CA-LAN-002883H	Site	Historic	Refuse deposit	Not Evaluated	Northern	Outside APE
19-002884; CA-LAN-002884H	Site	Historic	Refuse deposit	Not Evaluated	Northern	Outside APE
19-002906; CA-LAN-002906H	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-002928; CA-LAN-002928H	Site	Historic	Wells/cisterns	Not Evaluated	Northern; Alternative 1	Outside APE
19-002941; CA-LAN-002941H	Site	Historic	Refuse deposits	Not Evaluated	Northern	Outside APE
19-002943; CA-LAN-002943H	Site	Historic	Refuse deposits	Not Evaluated	Northern	Outside APE
19-002959; CA-LAN-002959H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-003068; CA-LAN-003068H	Site	Historic	Utility vault	Not evaluated	Northern	Outside APE
19-003069; CA-LAN-003069H	Site	Historic	Refuse deposit	Not Evaluated	Northern	Outside APE
19-003070; CA-LAN-003070H	Site	Historic	Privy	Not Evaluated	Northern	Outside APE
19-003097; CA-LAN-003097H	Site	Historic	Foundation pads	Not Evaluated	Northern; Alternative 1	Outside APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-003100; CA-LAN-003100H	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-003101; CA-LAN-003101H	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-003102; CA-LAN-003102H	Site	Historic	Brick foundation and refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-003103; CA-LAN-003103H	Site	Multi-component	Zanja Madre	Not Evaluated	Northern; Alternative 1	Outside APE
19-003120; CA-LAN-003120H	Structure, Object Site	Historic	Multiple brick foundations	Not evaluated	Northern; Alternative 1	Outside APE
19-003129; CA-LAN-003129H	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-003129; CA-LAN-3129H	Site	Historic	Loci associated with historic hotels and residences dating to the late 19th and early 20th centuries	Not Evaluated	Northern	Outside APE
19-003147; CA-LAN-003147H	Site	Historic	Building foundations and features associated with a railroad switching yard	Not Evaluated	Northern	Outside APE
19-003169; CA-LAN-003169H	Site	Historic	Railroad segment	Not Evaluated	Northern; Alternative 1	Outside APE
19-003181; CA-LAN-003181H	Site	Historic	Foundations and refuse deposit associated with the J.M. Griffith Co. Planing Mill and Lumber Yard	Presumed eligible for the NRHP and CRHR	Northern; Alternative 1	Direct APE
19-003287; CA-LAN-003287H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 2	Outside APE
19-003337; CA-LAN-003337H	Site	Historic	Refuse pit	Not Evaluated	Northern; Alternative 1	Outside APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-003338; CA-LAN-003338H	Site	Multi-component	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-003340; CA-LAN-003340H	Site	Historic	Refuse scatter	Not Evaluated	Northern; Alternative 1	Outside APE
19-003352; CA-LAN-003352H	Site	Historic	Building foundations, refuse deposits, segment of Zanja No. 6-1	Not Evaluated	Northern; Alternative 1	Outside APE
19-003353; CA-LAN-003353H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-003549; CA-LAN-003549H	Site	Historic	Building foundations and cistern	Not Evaluated	Northern; Alternative 1	Outside APE
19-003566; CA-LAN-003566H	Site	Historic	Los Angeles City Cemetery	Not Evaluated	Northern; Alternative 1	Outside APE
19-003588; CA-LAN-003588H	Site	Historic	Building foundations and refuse scatter	Presumed eligible for NRHP and CRHR	Northern; Alternative 1	Direct APE
19-003650; CA-LAN-003650H	Site	Historic	Animal bone (not in situ)	Not evaluated	Northern; Alternative 1	Outside APE
19-003660; CA-LAN-003660H	Site	Historic	Refuse scatter and building material debris	Not evaluated	Northern; Alternative 1	Outside APE
19-003683; CA-LAN-003683H	Site	Historic	Refuse scatter	Not Evaluated	Northern; Alternative 1	Outside APE
19-003684	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-003686	Site	Historic	Refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-003822; CA-LAN-003822H	Site	Historic	Privies and refuse pits	Not Evaluated	Northern; Alternative 1 & 2	Outside APE
19-003862; CA-LAN-003862H	Site	Historic	Brick alignment/building foundation	Presumed eligible for NRHP and CRHR	Northern; Alternative 1	Direct APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-003889; CA-LAN-003889/H	Site	Multi-component	Historic refuse deposit with a possible prehistoric lithic scatter	Recommended ineligible for CRHR; Presumed ineligible for NRHP	Northern	Direct APE
19-003981; CA-LAN-003981H	Site	Historic	Multiple brick foundations & refuse deposit	Not evaluated	Northern; Alternative 1	Outside APE
19-004112; CA-LAN-004112H	Site	Historic	Temple Street Archaeological Site	Not Evaluated	Northern; Alternative 1	Outside APE
19-004114; CA-LAN-004114H	Site	Historic	Building foundations and associated features and refuse deposits	Not Evaluated	Northern; Alternative 1	Outside APE
19-004171; CA-LAN-004171H	Site	Historic	Building foundations, trench, and refuse deposit	Presumed eligible for NRHP and CRHR	Northern; Alternative 1	Direct APE
19-004174; CA-LAN-004174H	Site	Historic	1st/Vignes trash dump	Not Evaluated	Northern; Alternative 1	Outside APE
19-004182; CA-LAN-004182H	Site	Historic	Rail line remnants	Not evaluated	Northern; Alternative 1	Outside APE
19-004183; CA-LAN-004183H	Site	Historic	Paving stones	Not Evaluated	Northern; Alternative 1	Outside APE
19-004192; CA-LAN-004192H	Site	Historic	Refuse scatter	Not Evaluated	Northern; Alternative 1 & 2	Outside APE
19-004193; CA-LAN-004193H	Site	Historic	Refuse scatter	Not Evaluated	Northern; Alternative 1 & 2	Outside APE
19-004198; CA-LAN-004198H	Site	Historic	Structures, privies, refuse deposits	Not Evaluated	Northern; Alternative 1	Outside APE
19-004200; CA-LAN-004200H	Site	Historic	Alameda Street brick pavement	Not Evaluated	Northern; Alternative 1	Outside APE
19-004202; CA-LAN-004202H	Site	Historic	Railroad segments	Presumed eligible for NRHP and CRHR	Northern; Alternative 1	Direct APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-004218; CA-LAN-004218H	Site	Historic	Los Angeles Plaza Cemetery	Not Evaluated	Northern; Alternative 1	Outside APE
19-004320	Isolate	Historic	Refuse scatter	Recommended ineligible	Northern; Alternative 1	Outside APE
19-004451; CA-LAN-004451	Site	Historic	Los Angeles Federal Courthouse Site	Not Evaluated	Northern; Alternative 1	Outside APE
19-004460; CA-LAN-004460H	Site	Historic	Block F Site	Not Evaluated	Northern; Alternative 1	Outside APE
19-004601; CA-LAN-004601H	Site	Historic	Building foundations and refuse scatter	Not Evaluated	Northern; Alternative 1	Outside APE
19-004648; CA-LAN-004648H	Site	Historic	Utility pole and artifacts	Not Evaluated	Northern; Alternative 1	Outside APE
19-004649; CA-LAN-004649H	Site	Historic	Concrete basement and artifacts	Not Evaluated	Northern; Alternative 1	Outside APE
19-004650; CA-LAN-004650H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-004651; CA-LAN-004651H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-004652; CA-LAN-004652H	Site	Historic	Walls, foundations, artifacts	Not Evaluated	Northern; Alternative 1	Outside APE
19-004653; CA-LAN-004653H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-004654; CA-LAN-004654H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-004655; CA-LAN-004655H	Isolate	Historic	Isolated artifacts	Recommended ineligible for the NRHP and CRHR	Northern; Alternative 1	Outside APE
19-004657; CA-LAN-004657H	Site	Historic	Refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-004658; CA-LAN-004658H	Site	Historic	Concrete vaults, pipe features, natural gas holder	Not Evaluated	Northern; Alternative 1	Outside APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
19-004659; CA-LAN-004659H	Site	Historic	Manholes, sewer pipe, artifacts	Not Evaluated	Northern; Alternative 1	Outside APE
19-004660; CA-LAN-004660H	Site	Historic	Paving stones, railroad/streetcar tracks	Not Evaluated	Northern; Alternative 1	Outside APE
19-004661; CA-LAN-004661H	Site	Historic	Cudahy Packing Company	Not Evaluated	Northern; Alternative 1	Outside APE
19-004662; CA-LAN-004662	Isolate	Prehistoric	Human bone	Not Evaluated	Northern; Alternative 1	Outside APE
19-100429	Site	Historic	Trolley or rail line remnants	Not evaluated	Northern; Alternative 1 & 2	Outside APE
19-100515	Site	Multi-component	Artifacts and shell fragments; refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-100881	Isolate	Historic	Building refuse	Not evaluated	Northern; Alternative 1	Outside APE
19-100882	Isolate	Historic	Horseshoe	Not Evaluated	Northern; Alternative 1	Outside APE
19-100887	Isolate	Historic	Ceramic fragment and bottle base	Not Evaluated	Northern; Alternative 1	Outside APE
19-120013	Site	Multi-component	Multi-component artifact scatter including shell, charcoal, mammal bone	Not evaluated	Northern; Alternative 1	Outside APE
19-120014	Site	Historic	Merced Theater refuse deposit	Not Evaluated	Northern; Alternative 1	Outside APE
19-120015	Site	Prehistoric	Burial	Recommended ineligible for NRHP and CRHR	Northern; Alternative 1	Outside APE
19-167104	Site	Historic	Bella Union Hotel Site	Recommended ineligible for NRHP and CRHR	Northern; Alternative 1	Outside APE
19-167106	Site	Historic	First Cemetery Site of Los Angeles	Not Evaluated	Northern; Alternative 1	Outside APE

Primary No./ Trinomial No.	Resource Type	Age	Description	NRHP/ CRHR Status	Section	Location in Relation to APE
CA-LAN-004201H	Site	Historic	Building foundations, associated features, and railroad tracks	Presumed eligible for NRHP and CRHR	Northern; Alternative 1	Direct APE

Table B.3. Previously Recorded Built Environment Resources Located Within the APE

Map Reference No.	Property Name/ Address	Primary & HRI No.	Resource Type	CRHR Status Code	Section/ Alternative
1-002	462 East Commercial Street, Los Angeles	P: 19-186945 HRI: N/A	Building	6Z	Northern; Alternative 1
1-003	152 North Central Avenue, Los Angeles/ Union Hardware and Metal Company	P: 19-190550 HRI: N/A	Building	6Z	Northern; Alternative 1
1-005	416 East 1st Street, Los Angeles/ Atomic Café, Señor Fish, Coast Imports	P: 19-190532 HRI: N/A	Building (no longer extant)	6Z	Northern; Alternative 1
1-006	900 North Alameda Street, Los Angeles/Los Angeles Terminal Annex Post Office	P: 19-170973 HRI: 024956	Building	1S	Northern; Alternative 1
1-007	750-800 North Alameda Street, Los Angeles/Los Angeles Union Passenger Terminal	P: 19-171159 HRI: 025156	Building	1S	Northern; Alternative 1
2-001	114 South Central Avenue/Weiland Brewery Restaurant	P: 19-190515 HRI: N/A	Building (no longer extant)	6Z	Northern; Alternative 1
2-003	216 South Alameda Street, Los Angeles/John A. Roebling's Sons Company	P: 19-190521 HRI: N/A	Building	3D; 3S; 3CD; 3CS; 5D3; 5S3	Northern; Alternative 1
3-008	423 West 8th Street/Bristol Hotel	P: 19-172148 HRI: 26161	Building	3CS; 5S3	Northern; Alternative 2
3-010	416 West 8th Street, Los Angeles/ Commercial Exchange Building	P: 19-173243 HRI: 27311	Building	3S; 3CS; 5S3	Northern; Alternative 2
3-014	200 West 8th Street (801 South Spring Street)/Lane Mortgage Building	P: 19-173241 HRI: 27309	Building	3S	Northern; Alternative 2

Map Reference No.	Property Name/ Address	Primary & HRI No.	Resource Type	CRHR Status Code	Section/ Alternative
3-015	756 South Spring Street, Los Angeles/Great Republic Life Building	P: 19-173226 HRI: 027294	Building	3S; 3CS; 5S1	Northern; Alternative 2
3-017	810 South Spring Street, Los Angeles/National City Bank Building	P: 19-173227 HRI: 027295	Building	3S; 5S1	Northern; Alternative 2
3-023	760 South Hill Street, Los Angeles/Union Bank & Trust Company Building	P: 19-173194 HRI: 027262	Building	2S3; 5S1	Northern; Alternative 2
3-024	403 West 8th Street, Los Angeles/Garfield Building	P: 19-167275 HRI: 021232	Building	1S; 5S1	Northern; Alternative 2
3-025	301 West 8th Street, Los Angeles/Merritt Building	P: 19-166998 HRI: 020929	Building; Element of District	1D; 2D2	Northern; Alternative 2
3-026	756 South Broadway, Los Angeles/Charles C. Chapman Building	P: 19-166888 HRI: 020809	Building; Element of District	1D; 2S2; 5S1	Northern; Alternative 2
3-027	800 South Broadway, Los Angeles/Tower Theater	P: 19-166898 HRI: 020819	Building; Element of District	1D; 2D2; 5S1	Northern; Alternative 2
3-028	801 South Broadway, Los Angeles/ Hamburger's Department Store	P: 19-166869 HRI: 020790	Building; Element of District	1D; 2D2; 3S; 5S1	Northern; Alternative 2
3-029	800, 810, 820 & 830 South Flower Street, Los Angeles/Southern California Gas Complex	P: 19-187004 HRI: 142618/ 027249/ 142557/ 142617	Building	1S; 2S3; 5S1	Northern; Alternative 2
3-030	800 West 7th Street, Los Angeles/ Barker Brothers Furniture Store	P: 19-172123 HRI: 026135	Building	2S2; 5S1; 3D; 3CD; 5D3	Northern; Alternative 2
4-037	315 East 8th Street, Los Angeles/Textile Center Building	P: 19-173242 HRI: 027310	Building	1S; 5S1	Northern; Alternative 2
4-038	217 East 8th Street, Los Angeles/Garment Capitol Building	P: 19-173240 HRI: 027308	Building	1S; 5S1	Northern; Alternative 2
5-010	L.A. Union Terminal Building D-1	P: 19-187065 HRI: 109944	Building, Element of district	2D2	Northern; Alternative 1 & 2
5-010	L.A. Union Terminal Building C-2	P: 19-187079 HRI: 109947	Building, Element of district	2D2	Northern; Alternative 1 & 2
5-010	L.A. Union Terminal Building C-1	P: 19-187080 HRI: 109948	Building, Element of district	2D2	Northern; Alternative 1 & 2

Map Reference No.	Property Name/ Address	Primary & HRI No.	Resource Type	CRHR Status Code	Section/ Alternative
5-010	L.A. Union Terminal	P: 19-189977 HRI: 109951	Building	2D2	Northern; Alternative 1 & 2
5-010	L.A. Union Terminal	P: 19-189978 HRI: 109953	Building	2D2	Northern; Alternative 1 &2
5-010	Los Angeles Union Terminal Buildings	P: 19-189979 HRI: 027321	Building	2D2	Northern; Alternative 1 & 2
5-010	L.A. Union Terminal Building B-1	P: 19-173252 HRI: 027322	Building, Element of district	3S	Northern; Alternative 1 & 2
5-010	L.A. Union Terminal Building- E	P: 19-173255 HRI: 027325	Building, Element of district	2D2	Northern; Alternative 1 & 2
5-010	Los Angeles Union Terminal District	P: 19-189980 HRI: 109950	Building	2S2	Northern; Alternative 1 & 2
6-014	2001 Alameda Street, Los Angeles/Mack International Motor Truck Corporation	P: 19-188191 HRI: N/A	Building	3S; 3CS; 5S3; 6Y	Northern; Alternative 1 & 2
8-013	Pueblo del Rio Defense Housing	P: 19-188179 HRI: 129916	District	2S2	Northern; Alternative 1 & 2
13-007	Salt Lake Park	P-19-192346	Building/ Site	6Z	Southern; Alternative 1, 2, & 3
17-005	L.A. Dept. of Water & Power Boulder Dam-Los Angeles 287.5 kV Transmission Lines	P: 19-188983 HRI: N/A	Structure	1S	Southern; Alternative 1, 2, & 3
17-007	Los Angeles River Channel (portion of)	N/A	Structure	Unknown at this time**	Southern; Alternative 1, 2, & 3
18-016	Southern California Edison's Long Beach to Laguna Bell 60kV and 220 kV Transmission Lines	P: 19-192309 HRI: N/A	Structure	2S2	Southern; Alternative 1, 2, & 3
18-017	Rio Hondo River Channel (portion of)	N/A	Structure	Unknown at this time**	Southern; Alternative 1, 2, & 3
19-013	7601 East Imperial Highway (Rancho Los Amigos Medical Center Historic District)	P: 19-189330 HRI: Several	Building	2S3; 5S1	Southern; Alternative 1, 2, & 3

Map Reference No.	Property Name/ Address	Primary & HRI No.	Resource Type	CRHR Status Code	Section/ Alternative
21-008	12508 Center Street, South Gate/California Church Furniture Company	P: 19-187868 HRI: N/A	Building	6Z	Southern; Alternative 1, 2, 3 & 4
21-027	I-105/Century Freeway-Transitway Historic District	N/A	Structure	2D	Southern; Alternative 1, 2, 3 & 4
28-009	Bellflower Pacific Electric Railway Depot	P: 19-186111 HRI: N/A	Building	3S; 3CS	Southern; Alternative 1, 2, 3 & 4
29-025	San Gabriel River Channel (portion of)	N/A	Structure	Unknown at this time**	Southern; Alternative 1, 2, 3 & 4
N/A-not evaluated for this study	Broadway Theater & Commercial Historic District	P:19-166921 HRI: 020843	District	1S	Northern; Alternative 2
N/A-not evaluated for this study	The Mojave Road CHL No. 963	P: 19-187085 HRI: N/A	Road	1CL	Northern; Alternative 1
N/A-not evaluated for this study	14716 Weimer Avenue, Paramount	P: 19-189321 HRI: N/A	Building	None assigned	Southern; Alternative 1, 2 & 3
N/A-not evaluated for this study	Banning Street Railroad Spur Tracks	P: 19-186944 HRI: N/A	Object (no longer extant)	None assigned	Northern; Alternative 1
N/A-not evaluated for this study	Union Pacific Railroad	P: 19-186110 HRI: N/A	Structure	3S	Northern & Southern

**Communication and coordination with the United States Army Corps of Engineers indicates that the LA River Channel, Rio Hondo River Channel, and San Gabriel River have been determined eligible for listing in the National Register of Historic Places. However, that CHR Status Code associated with the river channels is not known upon finalization of this report.

Table B.4. Resources Previously Identified by SurveyLA Within the APE

Map Reference No.	Property Name/Address	Year Built	SurveyLA- Assigned CRHR Status Code	Section
2-003	216 South Alameda Street, Los Angeles/ John A. Roebling's Sons Co. (*P-19-190521)	1924	3D; 3S; 3CD; 3CS; 5D3; 5S3	Northern; Alternative 1
2-004	701 East 3rd Street, Los Angeles	1924	3D; 3CD; 5D3	Northern; Alternative 1
2-005	312 South Alameda Street, Los Angeles	1901	3D; 3CD; 5D3	Northern; Alternative 1
2-006	400 South Alameda Street, Los Angeles	1908	3D; 3CD; 5D3	Northern; Alternative 1
2-008	422-430 South Alameda Street, Los Angeles	1922	3D; 3CD; 5D3	Northern; Alternative 1
2-009	436 South Alameda Street, Los Angeles	1921	3D; 3CD; 5D3	Northern; Alternative 1
2-010	440 South Alameda Street, Los Angeles	1921	3D; 3CD; 5D3	Northern; Alternative 1
2-011	500 South Alameda Street, Los Angeles	1949	3S; 3CS; 5S3	Northern; Alternative 1
2-013	542 South Alameda Street, Los Angeles	1930	3D; 3S; 3CD; 3CS; 5D3; 5S3	Northern; Alternative 1
2-015	Air Raid Siren No. 65/Wilde Street & Central Avenue, Los Angeles	1940	3S; 3CS; 5S3	Northern; Alternative 2
2-018	Los Angeles Industrial Historic District	Various	3S; 3CS; 5S3	Northern; Alternative 2
3-002	757 S Flower Street, Los Angeles	1948	3S; 3CS; 5S3	Northern; Alternative 2
3-004	801 South Flower Street, Los Angeles	1931	3CS; 5S3	Northern; Alternative 2
3-006	Air Raid Siren No. 5/West 8th & Hope Streets, Los Angeles	1940	3S; 3CS; 5S3	Northern; Alternative 2
3-007	South Hope Street Streetlights/South Hope Street at West 8th Street, Los Angeles	1925	5S3	Northern; Alternative 2
3-008	423 West 8th Street, Los Angeles/Bristol Hotel (*P-19- 172148)	1906	3CS; 5S3	Northern; Alternative 2
3-009	419 1/2 West 8th Street, Los Angeles	1905	3CS; 5S3	Northern; Alternative 2
3-010	416 West 8th Street, Los Angeles	1924	3S; 3CS; 5S3	Northern; Alternative 2

Map Reference No.	Property Name/Address	Year Built	SurveyLA- Assigned CRHR Status Code	Section
3-012	801 South Los Angeles Street, Los Angeles	1923	3CS; 5S3	Northern; Alternative 2
3-013	313 West 8th Street, Los Angeles	1917	3S; 3CS; 5S3	Northern; Alternative 2
3-014	801 South Spring Street (200 West 8th Street), Los Angeles	1922	3S; 3CS; 5S3	Northern; Alternative 2
3-016	South Main Street Streetlights/South Main Street at East 8th Street, Los Angeles	1925	5S3	Northern; Alternative 2
3-018	752 South Main Street, Los Angeles	1910	3CS; 5S3	Northern; Alternative 2
3-022	809 South Los Angeles Street, Los Angeles	1919	3CS; 5S3	Northern; Alternative 2
3-030	800 West 7th Street, Los Angeles/ Barker Bros. Furniture Store (*P-19-172123)	1925	3D; 3CD; 5D3	Northern; Alternative 2
3-031	7th Street Commercial Historic District	Various	3S; 3CS; 5S3	Alternative 1
4-001	Air Raid Siren No. 10/Los Angeles & East 8th Streets, Los Angeles	1940	3S; 3CS; 5S3	Northern; Alternative 2
4-007	508 East 8th Street, Los Angeles	1924	3S; 3CS; 5S3	Northern; Alternative 2
4-019	784 South San Pedro Street, Los Angeles	1923	3S; 3CS; 5S3	Northern; Alternative 2
4-039	840 South Santee Street, Los Angeles	1926	3S; 3CS; 5S3	Northern; Alternative 2
5-003	Air Raid Siren No. 189/McGarry & East 8th Streets, Los Angeles	1940	3S; 3CS; 5S3	Northern; Alternative 1 & 2
5-004	1753 East Olympic Boulevard, Los Angeles	1925	3S; 3CS; 5S3	Northern; Alternative 1 & 2
5-005	1731 East Olympic Boulevard, Los Angeles	1969	5S3	Northern; Alternative 1 & 2
5-009	1250 Long Beach Avenue, Los Angeles	1906	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-004	1608 East 15th Street, Los Angeles	1924	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-006	1600 Compton Avenue, Los Angeles	1923	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-014	2001 South Alameda Street, Los Angeles/ Mack International Motor Truck Corporation (*P-19-188191)	1925	3S; 3CS; 5S3	Northern; Alternative 1

Map Reference No.	Property Name/Address	Year Built	SurveyLA- Assigned CRHR Status Code	Section
6-020	Air Raid Siren No. 70/East 24th Street & Long Beach Avenue, Los Angeles	1940	3S; 3CS; 5S3	Northern; Alternative 1 & 2
8-013	1801 E 51st Street, Los Angeles/ Pueblo Del Rio Public Housing Complex (*P- 19-188179)	1941-42	3S; 3CS; 5S3	Northern; Alternative 1 & 2

Table B.5. Locally Designated Historical Resources Located Within the APE

Map Reference No.	Property Name/Address	Year Built	Designation	Section
1-007	Los Angeles Union Station 800-850 North Alameda Street, Los Angeles *P-19- 171159	1939	Los Angeles HCM No. 101	Northern; Alternative 1
3-015	Great Republic Life Building 756 South Spring Street, Los Angeles *P-19- 173226	1923	Los Angeles HCM No. 957	Northern; Alternative 2
3-017	National City Bank Building 810 South Spring Street, Los Angeles *P-19- 173227	1924	Los Angeles HCM No. 871	Northern; Alternative 2
3-019	Gans Brothers Building 812 South Spring Street, Los Angeles	1914	Los Angeles HCM No. 737	Northern; Alternative 2
3-023	Union Bank and Trust Company 760 South Hill Street, Los Angeles *P-19- 173194	1928	Los Angeles HCM No. 1030	Northern; Alternative 2
3-024	Garfield Building 403 East 8th Street, Los Angeles *P-19-167275	1929	Los Angeles HCM No. 121	Northern; Alternative 2
3-026	Charles C. Chapman Building 756 South Broadway, Los Angeles *P-19-166888	1913	Los Angeles HCM No. 899	Northern; Alternative 2
3-027	Tower Theater 800 South Broadway, Los Angeles *P-19-166898	1927	Los Angeles HCM No. 450	Northern; Alternative 2
3-028	Hamburger's Department Store 801 South Broadway, Los Angeles *P-19- 166869	1918	Los Angeles HCM No. 459	Northern; Alternative 2
3-029	Southern California Gas Complex 810-830 South Flower Street, Los Angeles *P-19-187004	1924	Los Angeles HCM No. 789	Northern; Alternative 2

Map Reference No.	Property Name/Address	Year Built	Designation	Section
3-030	Barker Brothers Building 800 West 7th Street, Los Angeles *P-19- 172123	1925	Los Angeles HCM No. 356	Northern; Alternative 2
4-037	Textile Center Building 315 East 8th Street, Los Angeles *P-19-173242	1925	Los Angeles HCM No. 712	Northern; Alternative 2
4-038	Garment Capitol Building 217 East 8th Street, Los Angeles *P-19-173240	1926	Los Angeles HCM No. 930	Northern; Alternative 2
32-021	Artesia Historical Society Museum 81644 Alburtis Avenue, Artesia	1935	City of Artesia Historic District Zone	Southern; Alternatives 1, 2, 3 & 4

Table B.6. Previously Evaluated Caltrans Overpasses Located Within the APE

Caltrans Structure No.	Location/Structure Name	Year Constructed	California Historical Resource Status Code
53 1301	I-10/Santa Monica Viaduct	1959	6Z, not eligible for NRHP
53 1721	I-605/Dairy Valley Overhead	1966	6Z, not eligible for NRHP
53 2424	I-105/Façade Ave Overcrossing*	1988	6Z, not eligible for NRHP
53 2427	I-105/Century Blvd Underpass*	1988	6Z, not eligible for NRHP
53 2426	I-105/Arthur Avenue Utility & POC*	1988	6Z, not eligible for NRHP
53 1257	SR 91/East Bellflower OH	1968	6Z, not eligible for NRHP

Source: Caltrans Historic Bridge Inventory
*Although these bridges are listed in the Caltrans Historic Bridge Inventory with a 6Z status code, they were found to be contributing element to the determined NRHP eligible I-105/Century Freeway-Transitway Historic District.

APPENDIX C – HISTORIC CONSULTATION

Appendix C-Section 1: Native American Heritage Commission Responses Received July 2017 and September 2018

STATE OF CALIFORNIA Edmund G. Brown, Jr., *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710

July 27, 2017

Hannah Haas
Rincon Consultants, Inc.

Sent by E-mail: hhaas@rinconconsultants.com

RE: Proposed LA Metro's Union Station to Cerritos Line EIR Project; Los Angeles, South Gate, Whittier, and Los Alamitos USGS Quadrangles, Los Angeles County, California

Dear Ms. Haas:

Attached is a list of tribes that have cultural and traditional affiliation to the areas of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was completed for the area of potential project effect (APE) for the above referenced project. Sites have been located within the Los Angeles quadrangle of the APE you provided that may be impacted by the project. Please immediately contact the Gabrieleno Band of Mission Indians – Kizh Nation at (626) 926-4131 for more information about these sites.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

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Native American Heritage Commission
Native American Contact List
Los Angeles County
7/27/2017

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Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
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sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
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Phone: (562) 761 - 6417
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gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
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Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Joyce Perry, Tribal Manager
4955 Paseo Segovia Juaneno
Irvine, CA, 92603
Phone: (949) 293 - 8522
kaamalam@gmail.com

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Matias Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capisttrano, CA, 92675
Phone: (949) 293 - 8522

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed LA Metro's Union Station to Cerritos Line EIR Project, Los Angeles County.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

September 11, 2018

Tiffany Clark
Rincon Consultants

Sent by Email: tclark@rinconconsultants.com

Re : LA Metros Union Station to Cerritos Line, Los Angeles County

Dear Ms. Clark,

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results indicate Native American cultural sites are present. Please contact the Gabrielino band of Mission Indians Kizh Nation. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native American tribes who may also have knowledge of cultural resources in the project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at frank.lienert@nahc.ca.gov.

Sincerely,

Frank Lienert
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contacts
September 11, 2018

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
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Gabrielino-Tongva Tribe
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Gabrielino /Tongva Nation
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Gabrielino Tongva Indians of California Tribal Council
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Gabrielino-Tongva Tribe
Linda Candelaria, Chairperson
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Indio , CA 92203
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Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
admin@gabrielenoindians.org
(626) 926-4131

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes with regard to cultural resources assessments for the proposed
LA Metros Union Station to Cerritos Line, Los Angeles County

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

July 25, 2017

Andrina Dominguez
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Sent by E-mail: dominguezan@metro.net

RE: Proposed West Santa Ana Branch Project, City of Los Angeles, Communities of Florence, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos; Los Angeles County, California

Dear Ms. Dominguez:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://nahc.ca.gov/wp-content/uploads/2015/04/Sacred-Lands-File-NA-Contact-Form.pdf.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
7/25/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Matias Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capisttrano, CA, 92675
Phone: (949) 293 - 8522

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed West Santa Ana Branch Project, Los Angeles County.

Appendix C-Section 2: Assembly Bill 52 Consultation Letters Sent by Metro on October 16, 2018

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

October 16, 2018

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307
roadkingcharles@aol.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Alvarez,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

The proposed Project is a new 19-mile light rail transit (LRT) line that would connect Downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of Arts District, Los Angeles, unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Project Alternatives include the No Build Alternative and two Build Alternatives, described below. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which was established to help identify land use patterns, demographic context, and travel patterns along the alignment. The WSAB environmental study is anticipated to analyze potential impacts within approximately 500 feet of the proposed alignment and stations. Additional locational data can be provided upon your request.

The proposed project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for

transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Environmental Impact Report (EIR) will consider two possible Build Alternatives with different alignments in the northern section — Alternatives E, Alameda Underground and Alternative G, Downtown Transit Core. The Build Alternatives follow along the same alignment in the southern section, via the San Pedro Branch and the Metro-Owned (PEROW) Right-of-Way.

Alternative E extends approximately 19 miles between Los Angeles Union Station (LAUS) and Pioneer Station in the City of Artesia. The alignment would begin with a terminus station at the Forecourt at LAUS. The alignment would then cross underneath the US-101 Freeway, south of LAUS and continue underground south of Commercial Street beneath Alameda Street. Between Traction Avenue and 1st Street, an optional underground Little Tokyo Station may provide a connection to the 1st/Central Regional Connector station, which is currently under construction as part of the Regional Connector Project. The alignment then continues underground on Alameda Street to the Arts District South Station, which would be under Alameda Street between 6th Street and 7th Street. Alternative E would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternative G alignment also extends approximately 20 miles between the Downtown Transit Core area and the City of Artesia. The alignment would begin with an underground station at 8th and Flower where an underground pedestrian connection would be provided to the existing 7th Street/Metro Center Station. The alignment would continue underneath 8th Street to San Pedro Street, where the alignment would swing north towards 7th Street underneath privately-owned properties. At 7th Street, the alignment turns south to the Arts District South Station beneath Alameda Street between 7th and 8th Streets. The Arts District South Station would be located under Alameda Street between 6th Street and 7th Street and would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. The alignment would then continue under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternatives E and G follow the same alignment beginning south of Florence Avenue. The Alternatives continue for approximately 11 miles. The southern portion of the alignment follows an existing rail right-of-way, including the San Pedro Branch, which is owned by the Ports of Long Beach and Los Angeles, and the Pacific Electric ROW (PEROW), which is owned by Metro. Grade-separated configurations (e.g., aerials, bridges and underpasses) are proposed to cross physical barriers such as rivers, freeways, freight track and track storage facilities, and major roadway crossings (as warranted per analysis).

In addition to the two Build Alternatives, three design options are proposed for the Project. In the northern section, Alternative E includes a terminus station option at LAUS to the east of the existing Metropolitan Water District (MWD) headquarters. Alternative G includes a potential terminus option at Pershing Square.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
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Metro

The proposed Project APE is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes all areas that may be subject to direct or indirect effects, that may result from construction or implementation of the Project. The width of the proposed APE varies with the level of proposed disturbance (LOD). The proposed LOD encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and operations facilities, and construction staging areas. Archeological investigations will occur within the LOD.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted and a Sacred Lands File (SLF) search was requested, as well as a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project area. The NAHC replied on July 27, 2017, and stated that the SLF search had been completed with “positive results.” The NAHC suggested we contact you to discuss this project further.

Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Vicinity Map
3. Project Study Area Map

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cc:
Laura Cornejo
Teresa Wong
Ivan Gonzalez

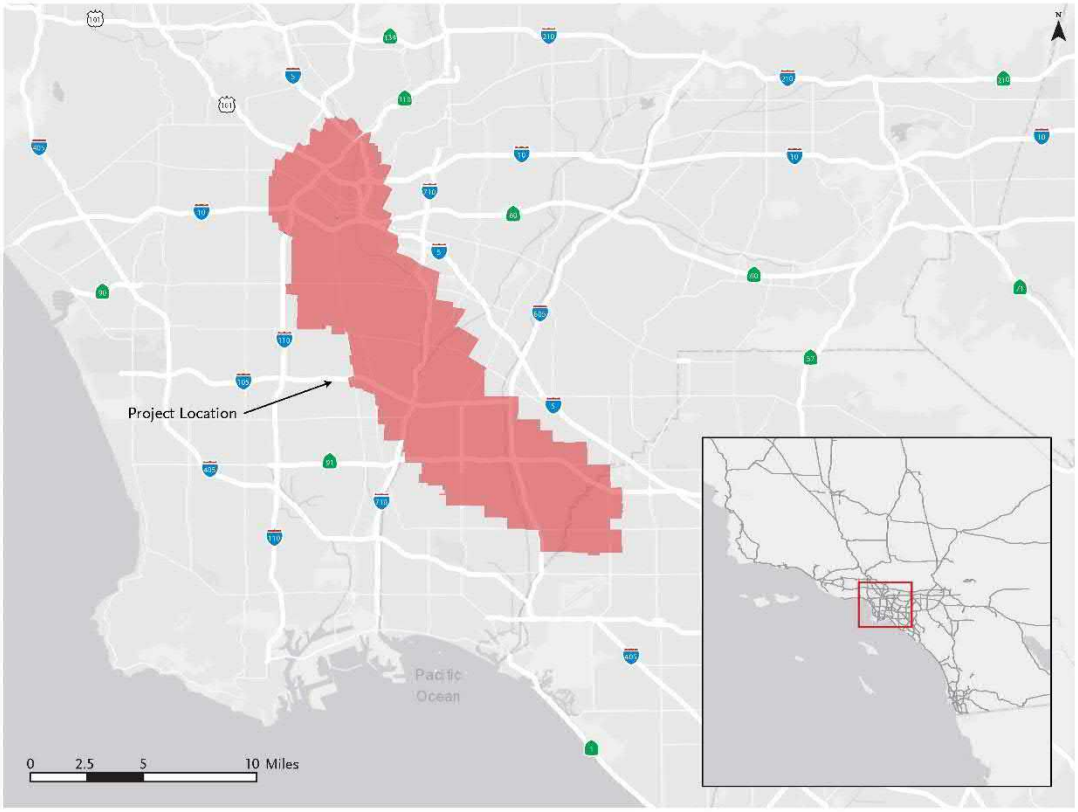
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Figure 1. Project Location Map



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Figure 2. Project Vicinity Map



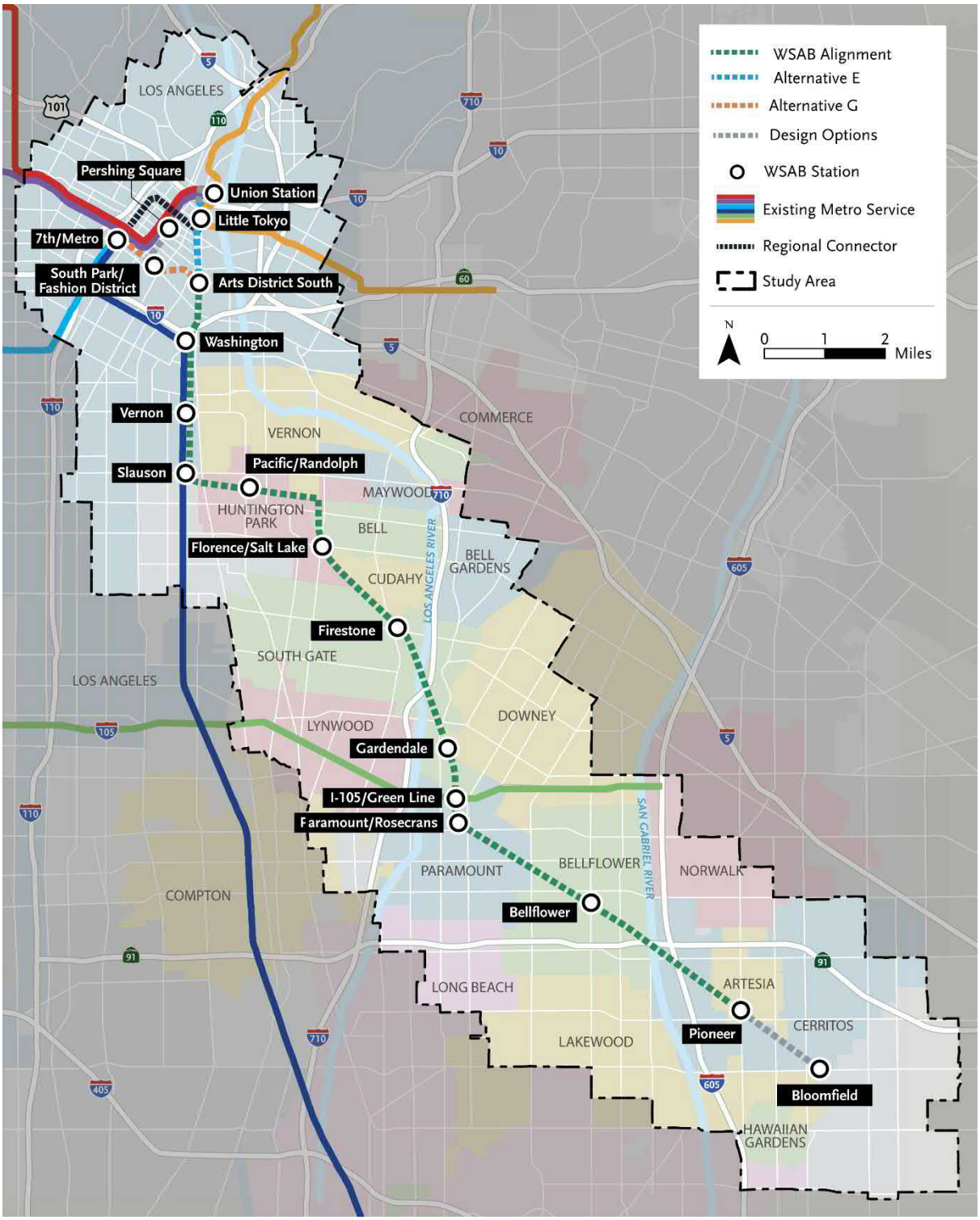
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Figure 3. Project Study Area Map



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October 16, 2018

Chairperson Matias Belardes
Juaneno Band of Mission Indians Acjachemen Nation-Belardes
32161 Avenida Los Amigos
San Juan Capistrano, CA 92675

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Belardes,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

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Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted and a Sacred Lands File (SLF) search was requested, as well as a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project area. The NAHC replied on July 27, 2017, and stated that the SLF search had been completed with “positive results.” The NAHC suggested we contact you to discuss this project further.

Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Vicinity Map
3. Project Study Area Map

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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cc:
Laura Cornejo
Teresa Wong
Ivan Gonzalez

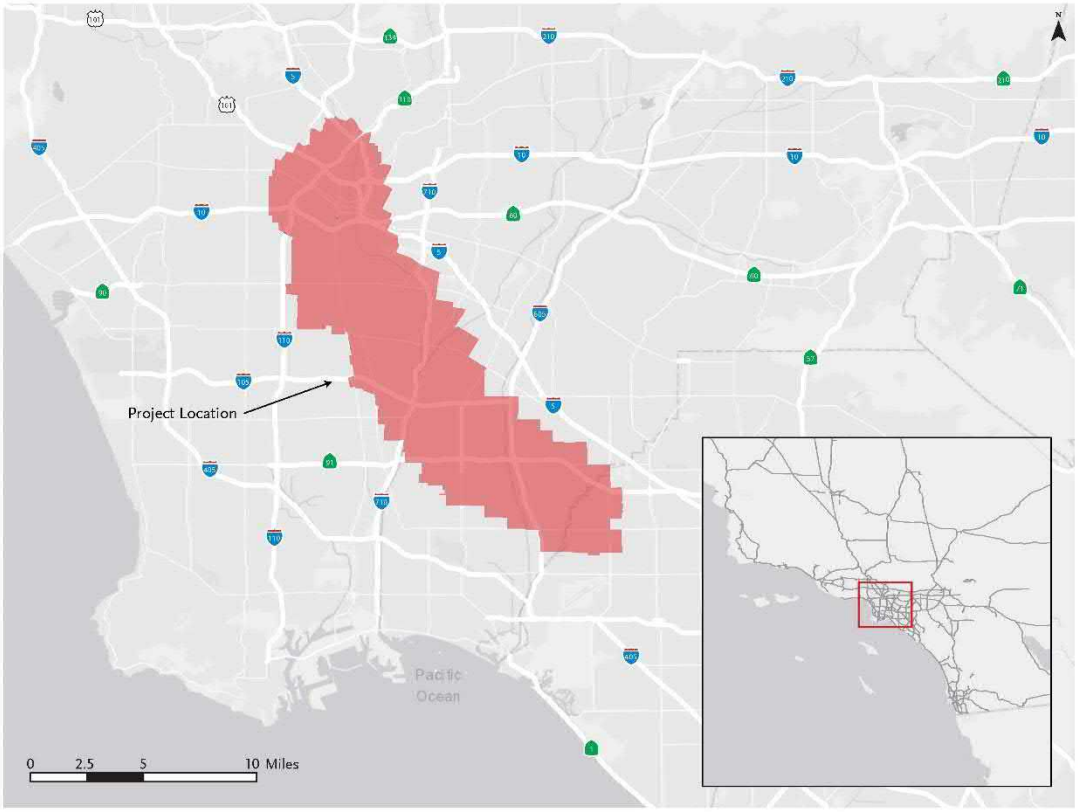
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Figure 2. Project Vicinity Map



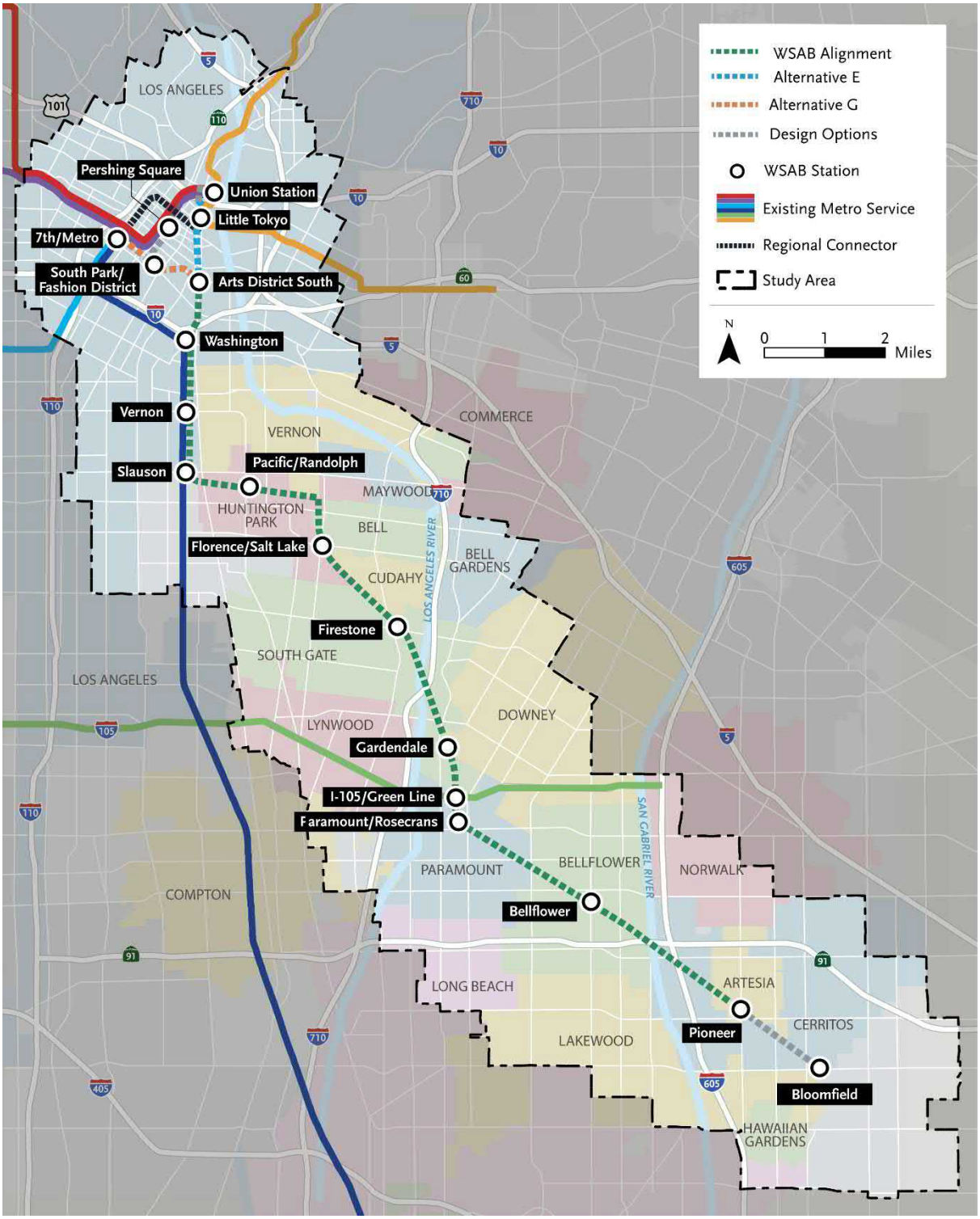
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Figure 3. Study Area Map



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Metropolitan Transportation Authority

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October 16, 2018

Mr. Anthony Morales
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778
GTTribalcouncil@aol.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and operations facilities, and construction staging areas. Archeological investigations will occur within the LOD.

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Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Vicinity Map
3. Project Study Area Map

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One Gateway Plaza
Los Angeles, CA 90012-2952

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cc:
Laura Cornejo
Teresa Wong
Ivan Gonzalez

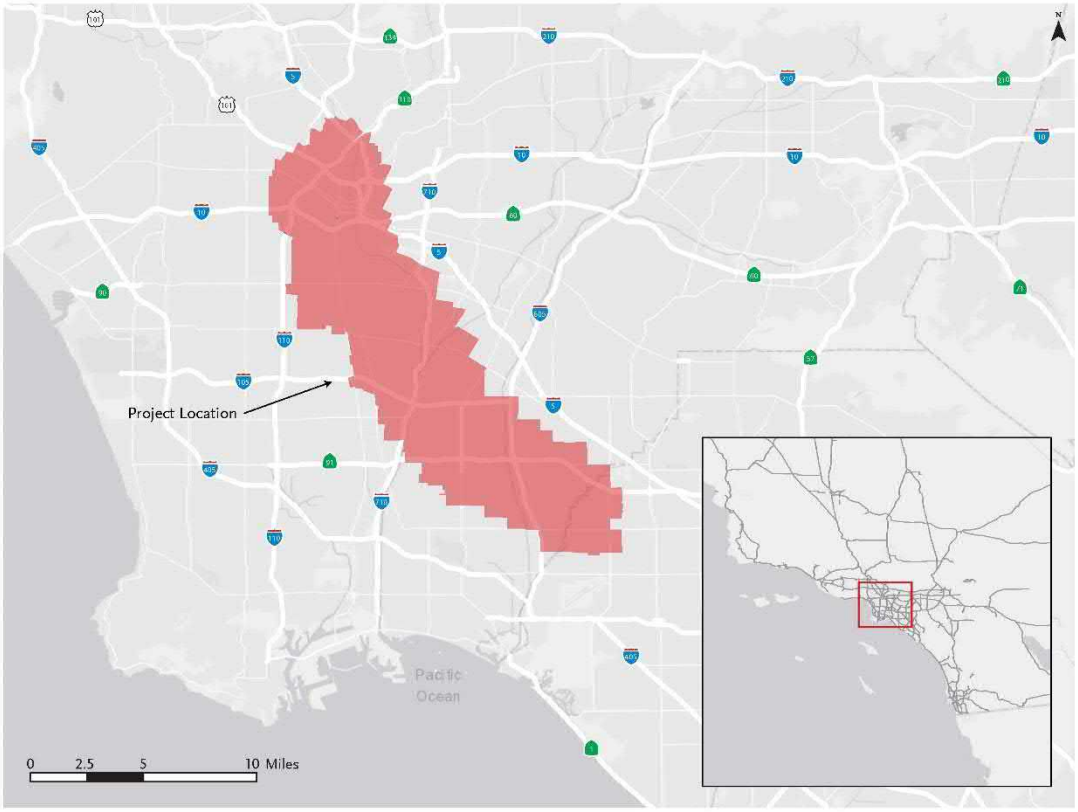
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Figure 1. Project Location Map



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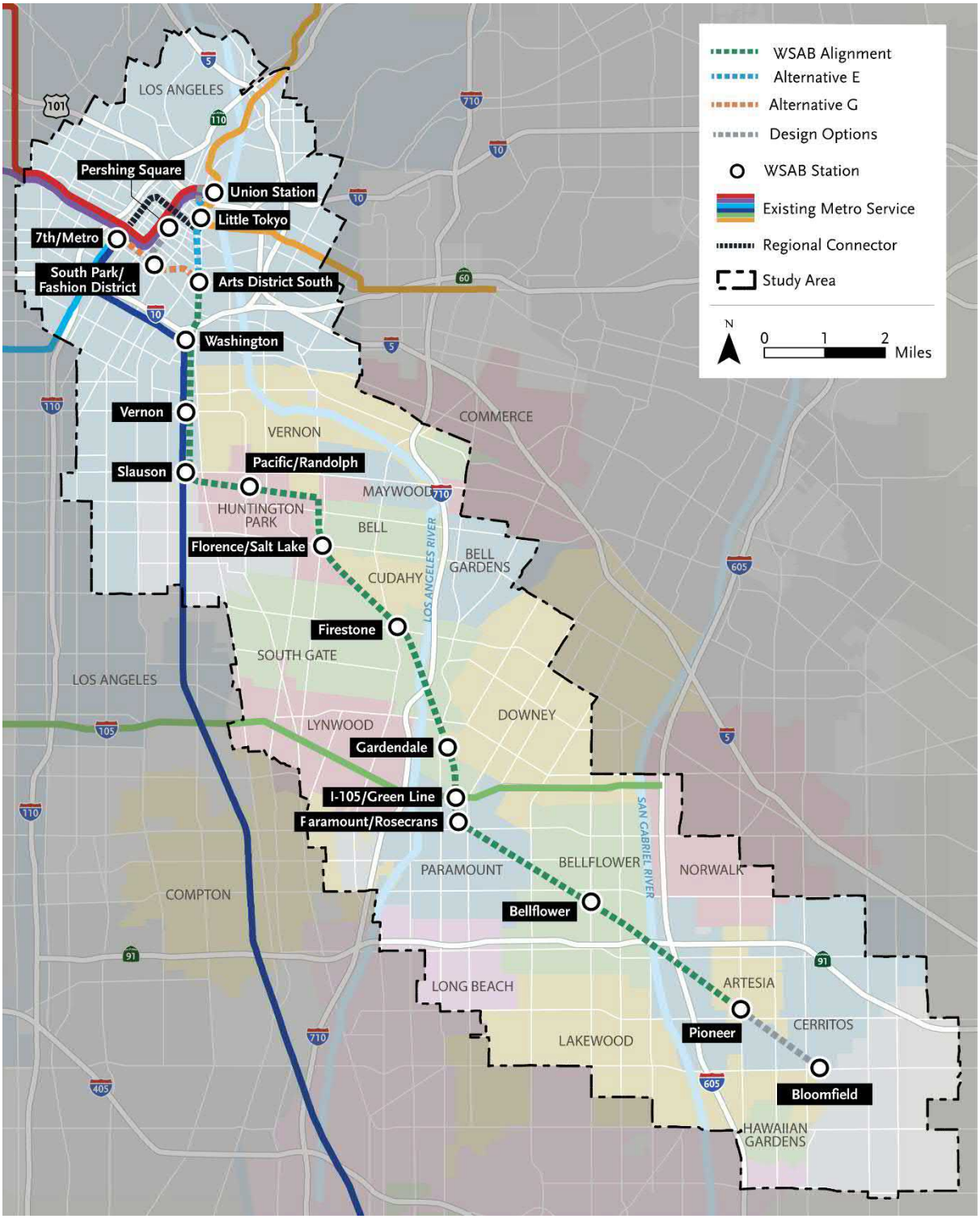
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October 16, 2018

Chairperson Robert Dorame
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707
gtongva@gmail.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Dorame,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

The proposed Project is a new 19-mile light rail transit (LRT) line that would connect Downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of Arts District, Los Angeles, unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Project Alternatives include the No Build Alternative and two Build Alternatives, described below. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which was established to help identify land use patterns, demographic context, and travel patterns along the alignment. The WSAB environmental study is anticipated to analyze potential impacts within approximately 500 feet of the proposed alignment and stations. Additional locational data can be provided upon your request.

The proposed project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Environmental Impact Report (EIR) will consider two possible Build Alternatives with different alignments in the northern section — Alternatives E, Alameda Underground and Alternative G, Downtown Transit Core. The Build Alternatives follow along the same alignment in the southern section, via the San Pedro Branch and the Metro-Owned (PEROW) Right-of-Way.

Alternative E extends approximately 19 miles between Los Angeles Union Station (LAUS) and Pioneer Station in the City of Artesia. The alignment would begin with a terminus station at the Forecourt at LAUS. The alignment would then cross underneath the US-101 Freeway, south of LAUS and continue underground south of Commercial Street beneath Alameda Street. Between Traction Avenue and 1st Street, an optional underground Little Tokyo Station may provide a connection to the 1st/Central Regional Connector station, which is currently under construction as part of the Regional Connector Project. The alignment then continues underground on Alameda Street to the Arts District South Station, which would be under Alameda Street between 6th Street and 7th Street. Alternative E would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternative G alignment also extends approximately 20 miles between the Downtown Transit Core area and the City of Artesia. The alignment would begin with an underground station at 8th and Flower where an underground pedestrian connection would be provided to the existing 7th Street/Metro Center Station. The alignment would continue underneath 8th Street to San Pedro Street, where the alignment would swing north towards 7th Street underneath privately-owned properties. At 7th Street, the alignment turns south to the Arts District South Station beneath Alameda Street between 7th and 8th Streets. The Arts District South Station would be located under Alameda Street between 6th Street and 7th Street and would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. The alignment would then continue under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternatives E and G follow the same alignment beginning south of Florence Avenue. The Alternatives continue for approximately 11 miles. The southern portion of the alignment follows an existing rail right-of-way, including the San Pedro Branch, which is owned by the Ports of Long Beach and Los Angeles, and the Pacific Electric ROW (PEROW), which is owned by Metro. Grade-separated configurations (e.g., aerials, bridges and underpasses) are proposed to cross physical barriers such as rivers, freeways, freight track and track storage facilities, and major roadway crossings (as warranted per analysis).

In addition to the two Build Alternatives, three design options are proposed for the Project. In the northern section, Alternative E includes a terminus station option at LAUS to the east of the existing Metropolitan Water District (MWD) headquarters. Alternative G includes a potential terminus option at Pershing Square.

The proposed Project APE is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes all areas that may be subject to direct or indirect effects, that may result from construction or implementation of the Project. The width of the proposed APE varies with the level of proposed disturbance (LOD). The proposed LOD

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

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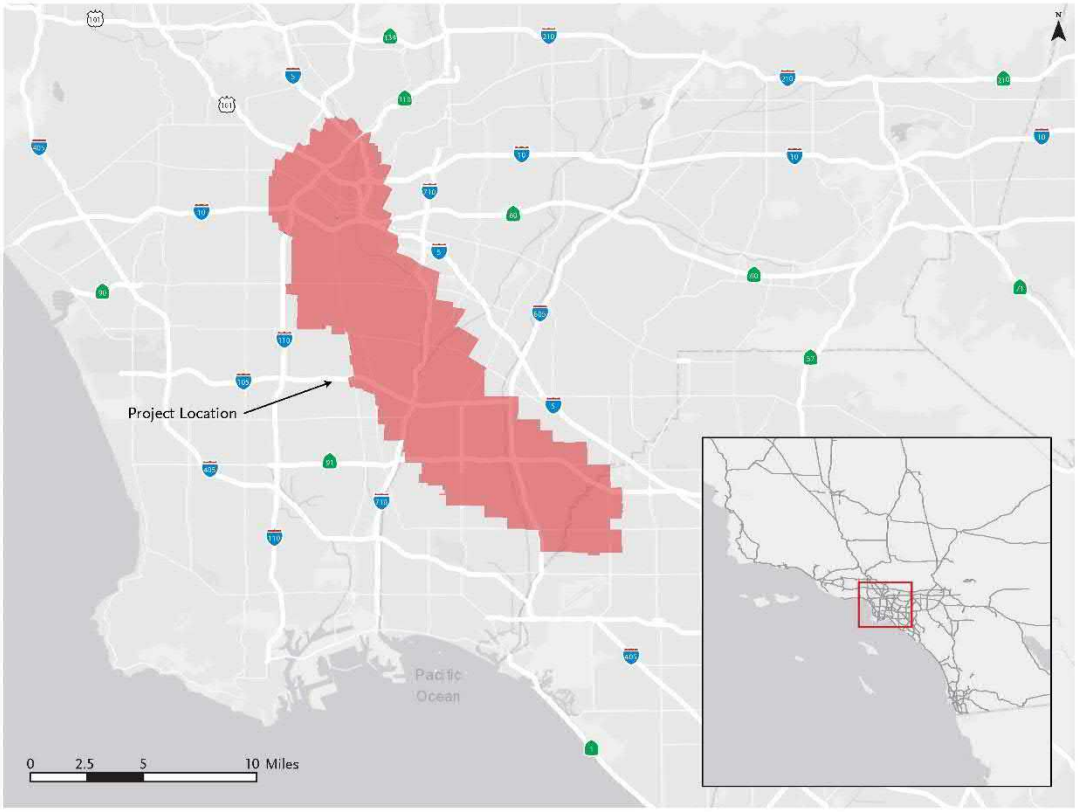
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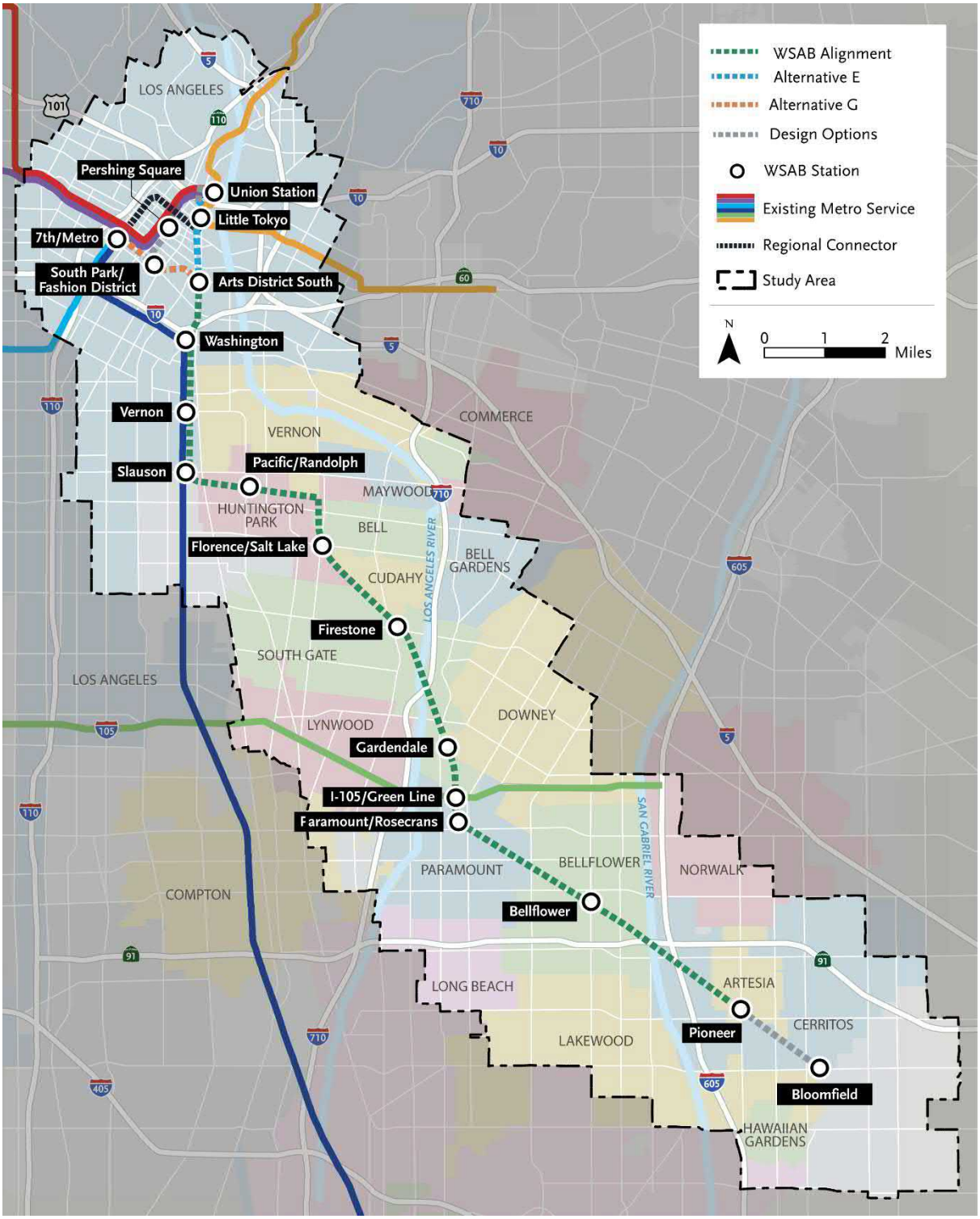
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October 16, 2018

Chairperson Sandonne Goad
Gabrielino/ Tongva Nations
106 ½ Judge John Aiso Street, #231
Los Angeles, CA 90012
sgoad@gabrielino-tongva.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Goad,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

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Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

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2. Project Vicinity Map
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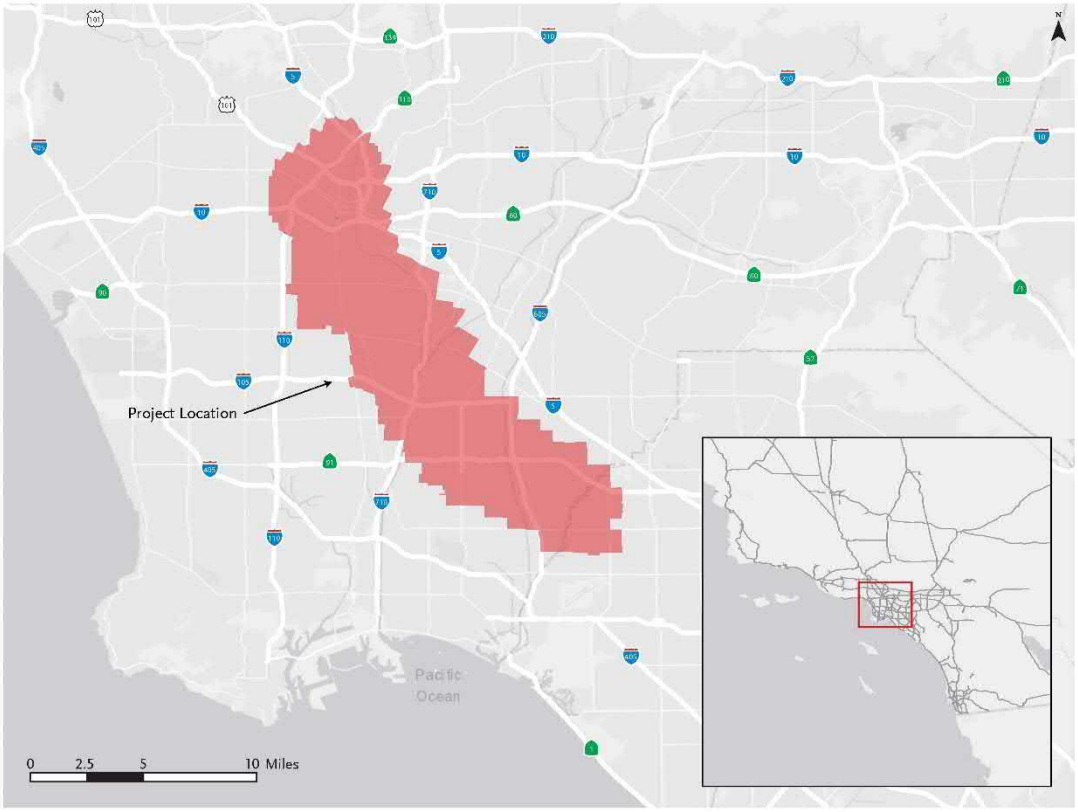
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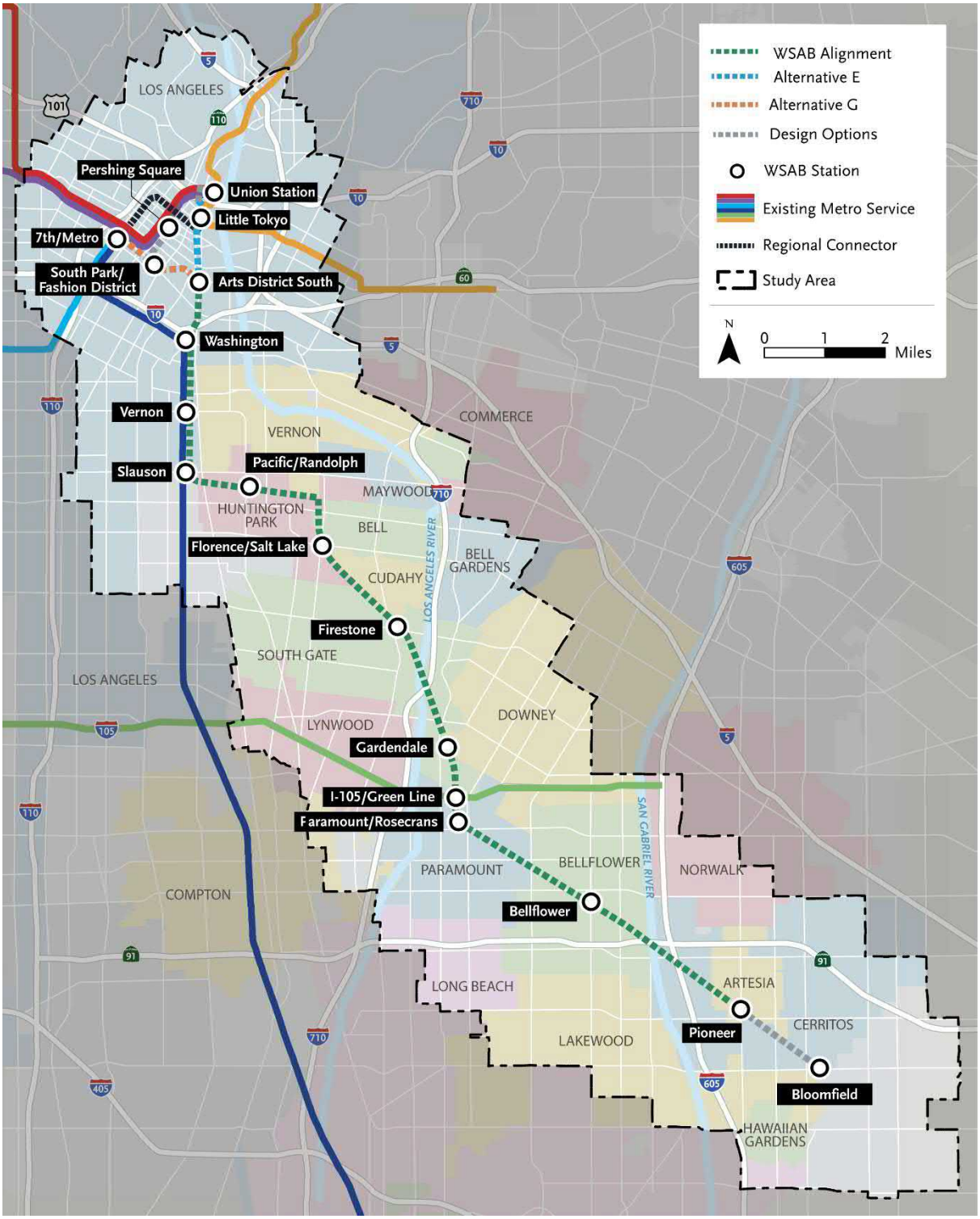
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Figure 3. Project Study Area



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October 16, 2018

Chairperson Andrew Salas
Gabrieleno Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com

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Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

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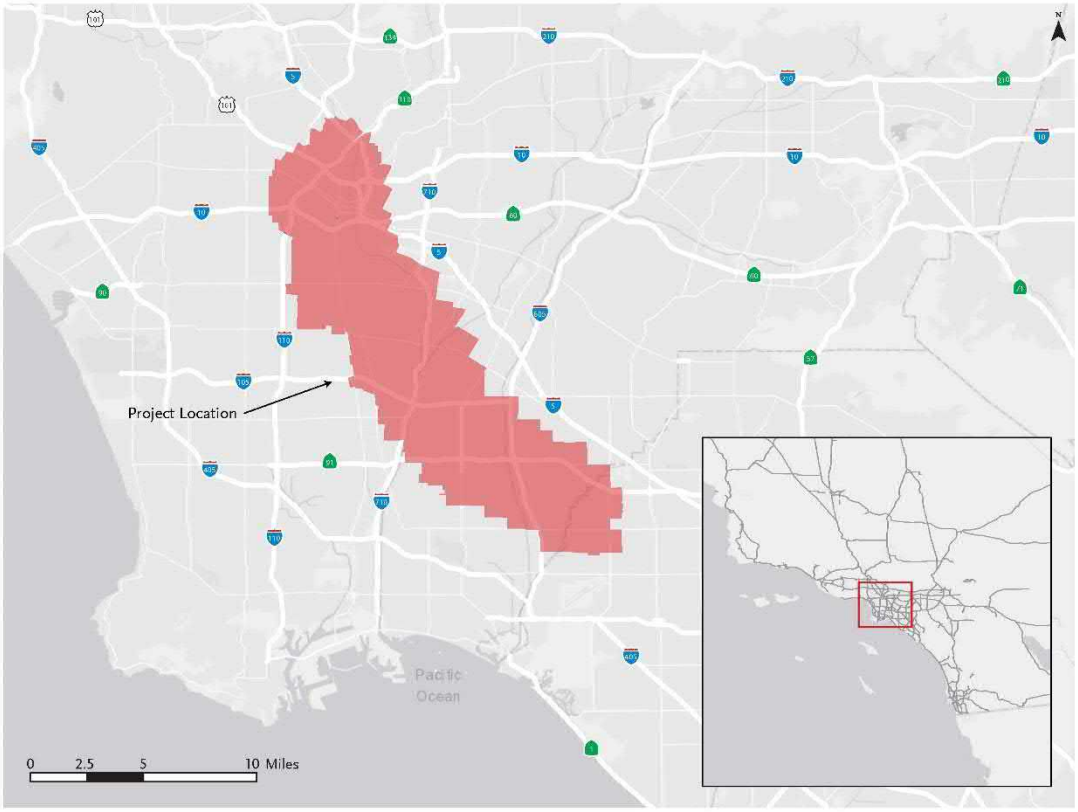
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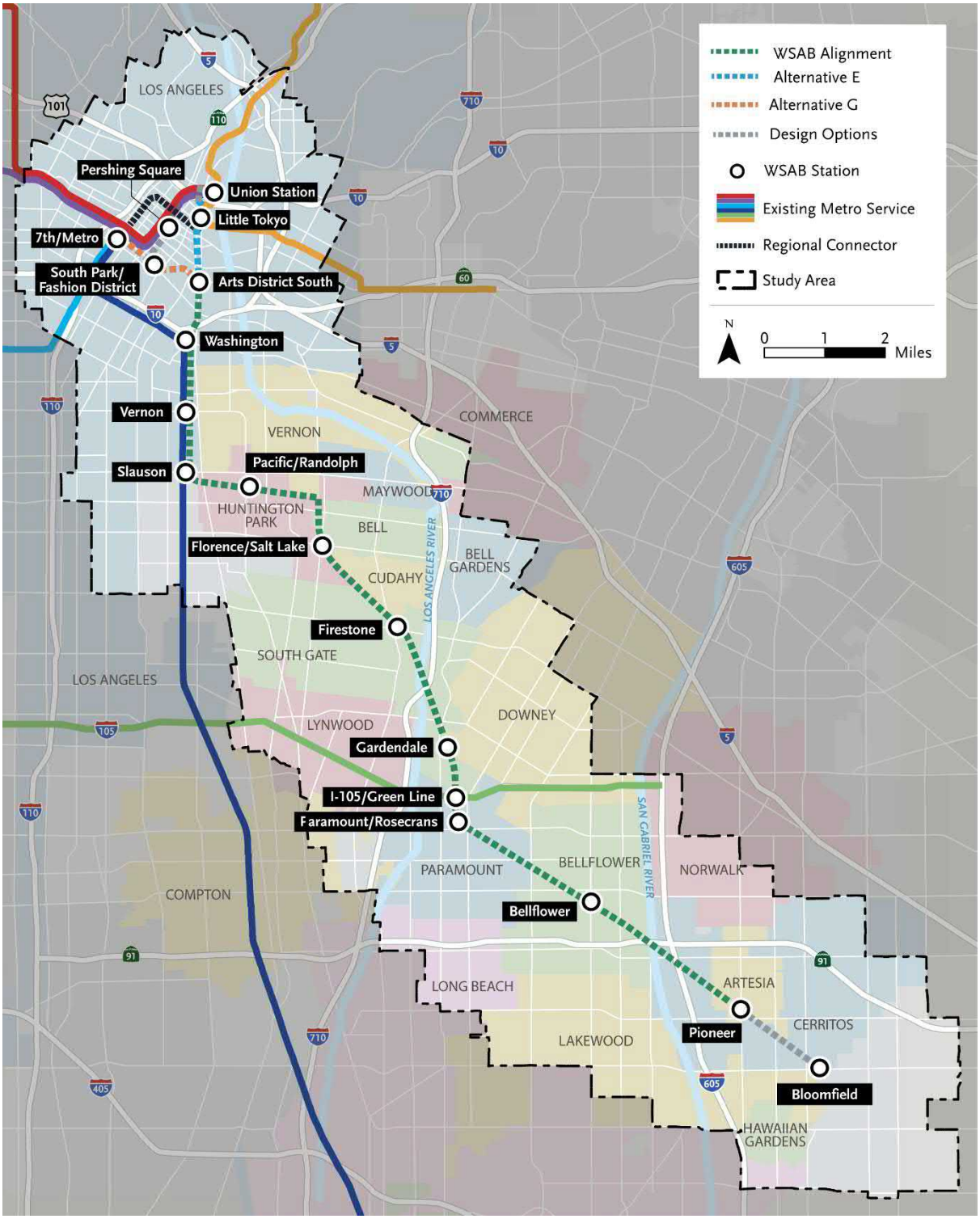
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October 16, 2018

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Irvine, CA 92603
kaamalam@gmail.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Ms. Perry,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

The proposed Project is a new 19-mile light rail transit (LRT) line that would connect Downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of Arts District, Los Angeles, unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Project Alternatives include the No Build Alternative and two Build Alternatives, described below. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which was established to help identify land use patterns, demographic context, and travel patterns along the alignment. The WSAB environmental study is anticipated to analyze potential impacts within approximately 500 feet of the proposed alignment and stations. Additional locational data can be provided upon your request.

The proposed project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

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The Environmental Impact Report (EIR) will consider two possible Build Alternatives with different alignments in the northern section — Alternatives E, Alameda Underground and Alternative G, Downtown Transit Core. The Build Alternatives follow along the same alignment in the southern section, via the San Pedro Branch and the Metro-Owned (PEROW) Right-of-Way.

Alternative E extends approximately 19 miles between Los Angeles Union Station (LAUS) and Pioneer Station in the City of Artesia. The alignment would begin with a terminus station at the Forecourt at LAUS. The alignment would then cross underneath the US-101 Freeway, south of LAUS and continue underground south of Commercial Street beneath Alameda Street. Between Traction Avenue and 1st Street, an optional underground Little Tokyo Station may provide a connection to the 1st/Central Regional Connector station, which is currently under construction as part of the Regional Connector Project. The alignment then continues underground on Alameda Street to the Arts District South Station, which would be under Alameda Street between 6th Street and 7th Street. Alternative E would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternative G alignment also extends approximately 20 miles between the Downtown Transit Core area and the City of Artesia. The alignment would begin with an underground station at 8th and Flower where an underground pedestrian connection would be provided to the existing 7th Street/Metro Center Station. The alignment would continue underneath 8th Street to San Pedro Street, where the alignment would swing north towards 7th Street underneath privately-owned properties. At 7th Street, the alignment turns south to the Arts District South Station beneath Alameda Street between 7th and 8th Streets. The Arts District South Station would be located under Alameda Street between 6th Street and 7th Street and would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. The alignment would then continue under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternatives E and G follow the same alignment beginning south of Florence Avenue. The Alternatives continue for approximately 11 miles. The southern portion of the alignment follows an existing rail right-of-way, including the San Pedro Branch, which is owned by the Ports of Long Beach and Los Angeles, and the Pacific Electric ROW (PEROW), which is owned by Metro. Grade-separated configurations (e.g., aerials, bridges and underpasses) are proposed to cross physical barriers such as rivers, freeways, freight track and track storage facilities, and major roadway crossings (as warranted per analysis).

In addition to the two Build Alternatives, three design options are proposed for the Project. In the northern section, Alternative E includes a terminus station option at LAUS to the east of the existing Metropolitan Water District (MWD) headquarters. Alternative G includes a potential terminus option at Pershing Square.

The proposed Project APE is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes all areas that may be subject to direct or indirect effects, that may result from construction or implementation of the Project. The width of the proposed APE varies with the level of proposed disturbance (LOD). The proposed LOD

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and operations facilities, and construction staging areas. Archeological investigations will occur within the LOD.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted and a Sacred Lands File (SLF) search was requested, as well as a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project area. The NAHC replied on July 27, 2017, and stated that the SLF search had been completed with “positive results.” The NAHC suggested we contact you to discuss this project further.

Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Vicinity Map
3. Project Study Area Map

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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cc:
Laura Cornejo
Teresa Wong
Ivan Gonzalez

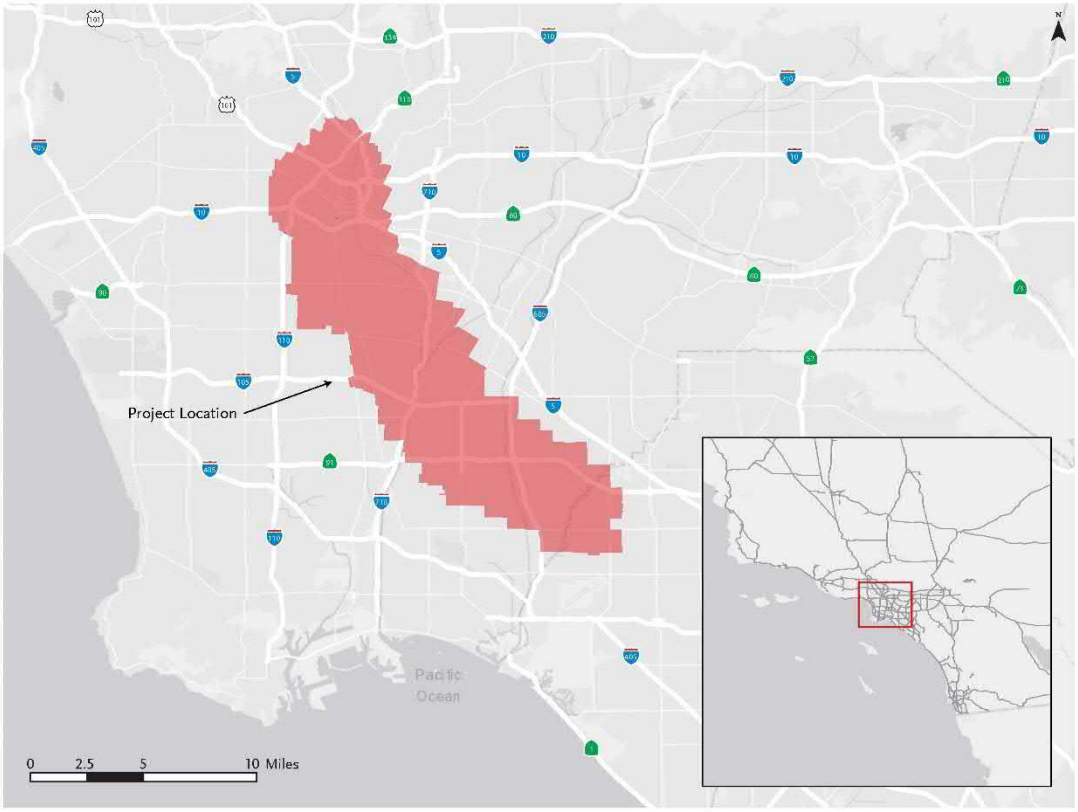
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Figure 1. Project Location Map



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Figure 2. Project Vicinity Map



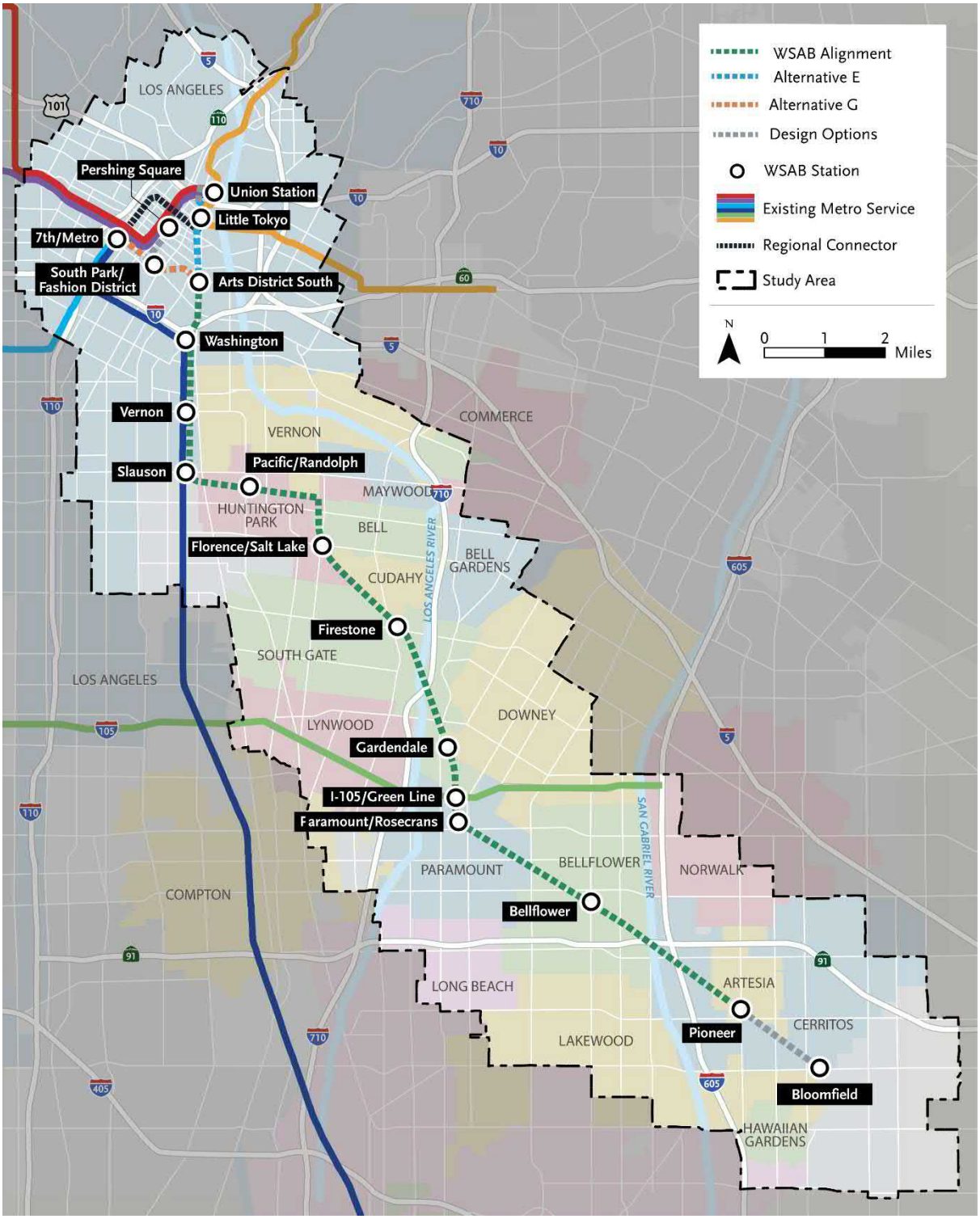
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Figure 3. Project Study Area Map



Los Angeles County
Metropolitan Transportation Authority

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October 16, 2018

Chairperson Linda Candelaria
Gabrielino-Tognva Tribe
80839 Camino Santa Juliana
Indio, CA 92203
lcandelaria@gabrielinotribe.org

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Ms. Candelaria,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

The proposed Project is a new 19-mile light rail transit (LRT) line that would connect Downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of Arts District, Los Angeles, unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Project Alternatives include the No Build Alternative and two Build Alternatives, described below. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which was established to help identify land use patterns, demographic context, and travel patterns along the alignment. The WSAB environmental study is anticipated to analyze potential impacts within approximately 500 feet of the proposed alignment and stations. Additional locational data can be provided upon your request.

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted and a Sacred Lands File (SLF) search was requested, as well as a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project area. The NAHC replied on July 27, 2017, and stated that the SLF search had been completed with “positive results.” The NAHC suggested we contact you to discuss this project further.

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Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Vicinity Map
3. Project Study Area Map

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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Metro

cc:
Laura Cornejo
Teresa Wong
Ivan Gonzalez

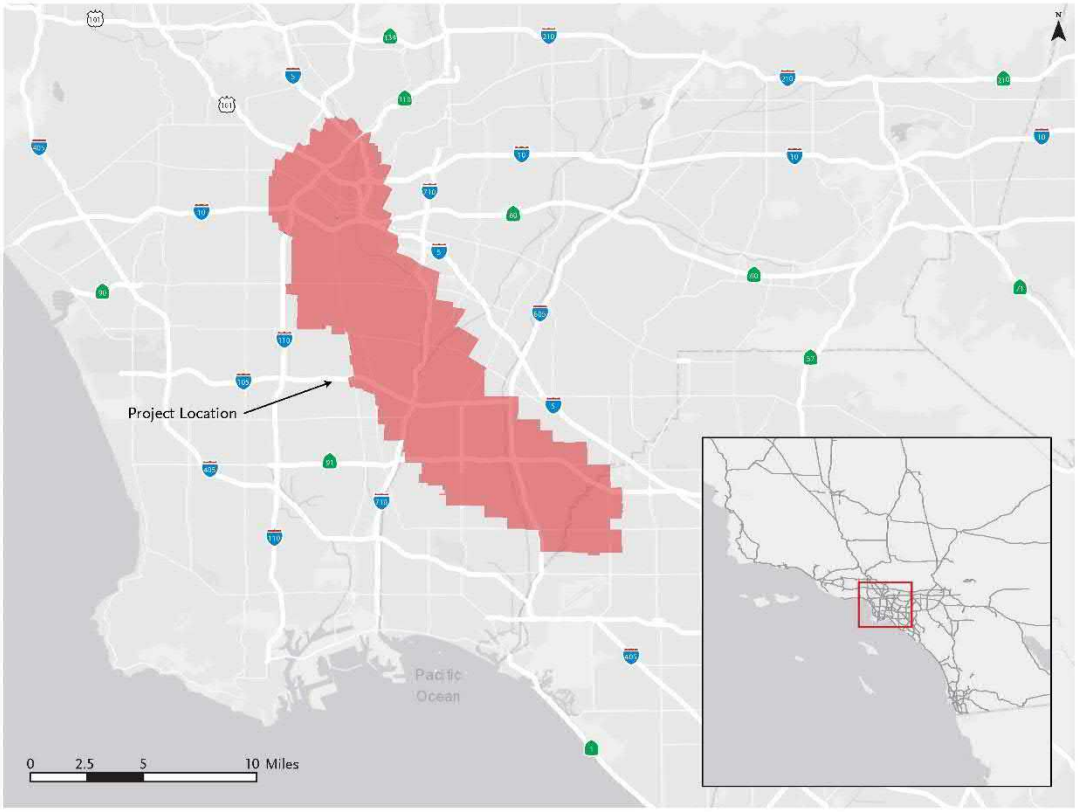
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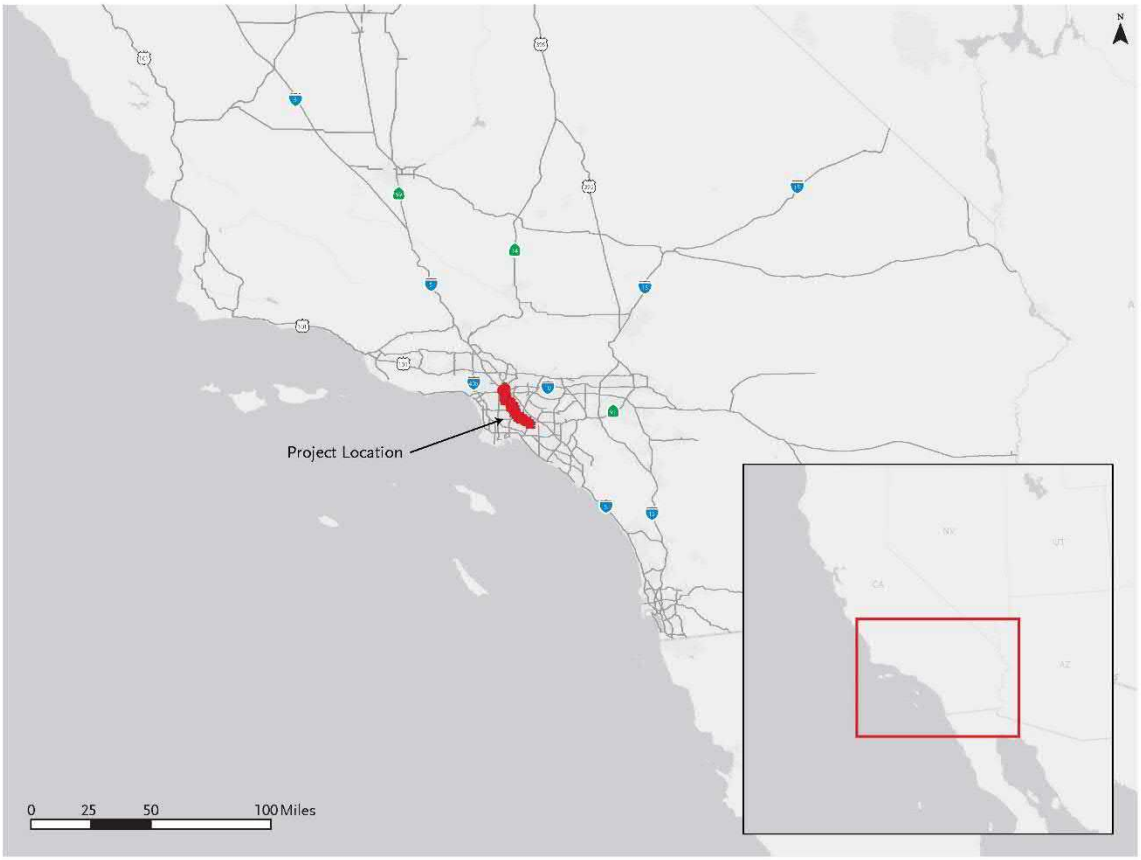
Figure 1. Project Location Map



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Figure 2. Project Vicinity Map



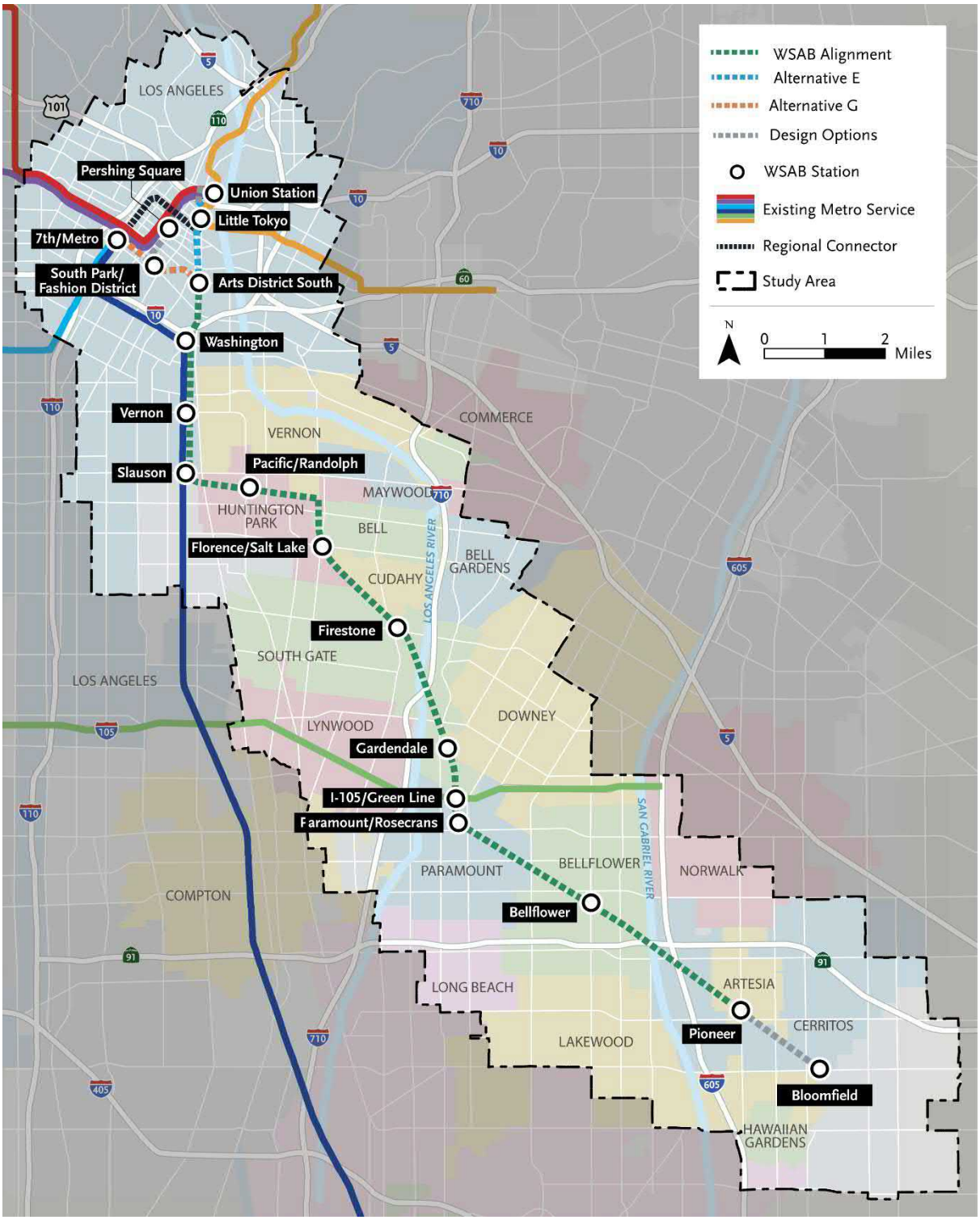
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Figure 3. Project Study Area Map



Appendix C-Section 3: Assembly Bill 52 Consultation Between Metro and the Gabrieleño Band of Mission Indians – Kizh Nation (October 2018 through August 2019)

From: Administration Gabrieleno Indians [mailto:admin@gabrielenoindians.org]
Sent: Wednesday, November 14, 2018 10:30 AM
To: Khanna, Meghna
Subject: Re: WSAB AB52 Notification Letter

Dear Khanna,

If there will be any ground disturbance taking place regarding to the letters our tribal government would like to consult with your lead agency.
Thank you

Sincerely,

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

From: Administration Gabrieleno Indians [mailto:admin@gabrielenoindians.org]
Sent: Tuesday, November 27, 2018 2:00 PM
To: Khanna, Meghna
Cc: Matthew Teutimez; gabrielenoindians@yahoo.com
Subject: Re: Invitation: Consultation with LA Metro Meghna, Senior Director, re: ... @ Fri Nov 16, 2018 3pm - 4pm (PST) (khannam@metro.net)

Meghna,

Thank you for your time during today's consultation.

Attached is a screenshot of *some* of the Tribal Cultural Resources mentioned in the consultation for your project location. This screenshot shows an overview of the entire project area with Union Station noted in the north and the City of Artesia circled in red in the south, but during our in person meeting we will be able to provide you with more specific information about specific locations along the alignment.

- Historical Map 1938 (Google Earth overlay screenshot). [redacted]

All of these features shown in this screenshot of the 1938 map and described above occur [redacted] Therefore, to avoid impacting or destroying Tribal Cultural Resources that may be inadvertently unearthed during the project's ground disturbing activities, we would like to work along side you and your agency to protect and preserve some of California's last remaining tribal cultural resources. We look forward to our in person meeting.

Sincerely,
Admin Specialist

Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

-LAEmHhHzdJ

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians /Gabrielino Tribal Council
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Los Angeles
One Gateway Plaza
Los Angeles, CA 90012

November 30, 2018

Re: AB52 Consultation request for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project

Dear Meghna Khanna,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located [redacted] Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. For this reason, the NAHC will always refer the lead agency to the respective Native American Tribe of the area. The NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and can provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area.

Additionally, CEQA now defines Tribal Cultural Resources (TCRs) as their own independent element separate from archaeological resources. Environmental documents shall now address a separate Tribal Cultural Resource section which includes a thorough analysis of the impacts to only Tribal Cultural Resources (TCRs) and includes independent mitigation measures created with Tribal input during AB-52 consultations. As a result, all mitigation measures, conditions of approval and agreements regarding TCRs (i.e. prehistoric resources) shall be handled solely with the Tribal Government and not through an Environmental/Archaeological firm.

In effort to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email admin@gabrielenoindians.org to schedule an appointment.

*** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: http://calepa.ca.gov/Tribal/Training/ or http://nahc.ca.gov/2015/12/ab-52-tribal-training/*

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

Rachel Perzel

To: Carlson, Kristin
Subject: RE: [EXT] FW: AB52 Consultation: Gabrieleno Band of Mission Indians - Kizh Nation

---

From: Khanna, Meghna
Sent: Monday, March 11, 2019 1:01 PM
To: 'Administration Gabrieleno'
Cc: Matthew Teutimez; gabrielenoindians@yahoo.com
Subject: RE: AB52 Consultation: Gabrieleno Band of Mission Indians - Kizh Nation
Importance: High

Hello Mr. Salas and Matt,

Attached are the minutes from our meeting on January 24, 2019 on the West Santa Ana Branch Project.

Also, attached is the previous email that I received from you on 11/27 showing screenshot and providing some details. It would be very helpful if you could provide any additional maps or mitigation language that we should incorporate in our environmental document before **COB on 03/13**.

Thank you for your help and consultation to date!

Meghna Khanna, AICP
LA Metro
Senior Director, Countywide Planning & Development
Mobility Corridors
213.922.3931
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Administration Gabrieleno [mailto:admin@gabrielenoindians.org]
Sent: Tuesday, February 12, 2019 12:12 PM
To: Khanna, Meghna
Subject: Re: AB52 Consultation: Gabrieleno Band of Mission Indians - Kizh Nation

Hello Meghna

Mr. Salas and Matt Teautimez waited on the line for 10 min . Please get back to us to reschedule a time and date.
Thank you

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



Attachments area

On Fri, Nov 30, 2018 at 12:45 PM Khanna, Meghna <KhannaM@metro.net> wrote:

Original People of Los Angeles County



Map of territories of Orignal Peoples with county boundaries in Southern California.

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Metropolitan Transportation Authority

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April 15, 2018

Chairperson Andrew Salas
Gabrieleno Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com

Subject: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Chairperson Salas:

On October 16, 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) sent a notification letter to the Gabrieleno Band of Mission Indians – Kizh Nation inviting the tribe to consult under Assembly Bill (AB) 52 for the proposed West Santa Ana Branch Transit Corridor Project (Project). Metro received an email response from the Gabrieleno Band of Mission Indians – Kizh Nation on November 14, 2018, stating their tribal government would like to be consulted if any ground disturbance would take place as part of the Project. On November 30, 2018, Metro received a follow-up letter from the tribe formally requesting AB 52 consultation for the Project.

Metro initiated AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation on November 16, 2018. During the teleconference meeting, tribal representatives stated Tribal Cultural Resources were located within the vicinity of the Project alignment. Following the teleconference, the Gabrieleno Band of Mission Indians – Kizh Nation emailed Metro a historic map [redacted]

Metro and tribal representatives participated in a second AB 52 consultation meeting via teleconference on January 24, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation representatives stated that because the Project corridor [redacted] Given the length of the Project corridor, Metro requested that the Gabrieleno Band of Mission Indians – Kizh Nation provide more specific information on those portions of the alignment that they consider to be particularly sensitive for Tribal Cultural Resources. In addition, Metro also requested a copy of any mitigation language the tribe would like to provide to reduce Project impacts.

Metro sent a follow-up email to the Gabrieleno Band of Mission Indians – Kizh Nation on March 11, 2019 requesting that the tribe provide additional maps or mitigation language to be included in the environmental document. In its email, Metro attached the summary of the January 24, 2019 meeting and requested a response from the tribe by March 13, 2019. Metro also made follow up calls to the Gabrieleno Band of Mission Indians – Kizh Nation and left voicemail messages.

Please consider this a final request for additional maps and/or mitigation language. Metro is respectively requesting that the Gabrieleno Band of Mission Indians – Kizh Nation respond to this

letter by May 16, 2019 in order to continue the AB 52 consultation process. If Metro receives no response from the tribe by May 16, 2019 we assume that the Gabrieleno Band of Mission Indians – Kizh Nation has no additional maps and/or mitigation language for the environmental document.

Very respectfully,

Meghna Khanna

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

From: Administration Gabrieleno <admin@gabrielenoindians.org>
Sent: Monday, April 22, 2019 11:45:14 AM
To: Khanna, Meghna
Subject: Mitigation Measures

Hello Meghna

Here is the requested mitigation

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

Attachments area

Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, MUST be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law-101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section15064.5, PRC 5097.98 (d)(1).
- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).

If you are receiving these measures, The Gabrieleño Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleño Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

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MITIGATION MEASURES

Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

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Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

Resource Assessment & Continuation of Work Protocol:

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for burials and funerary remains:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures:

Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

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Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

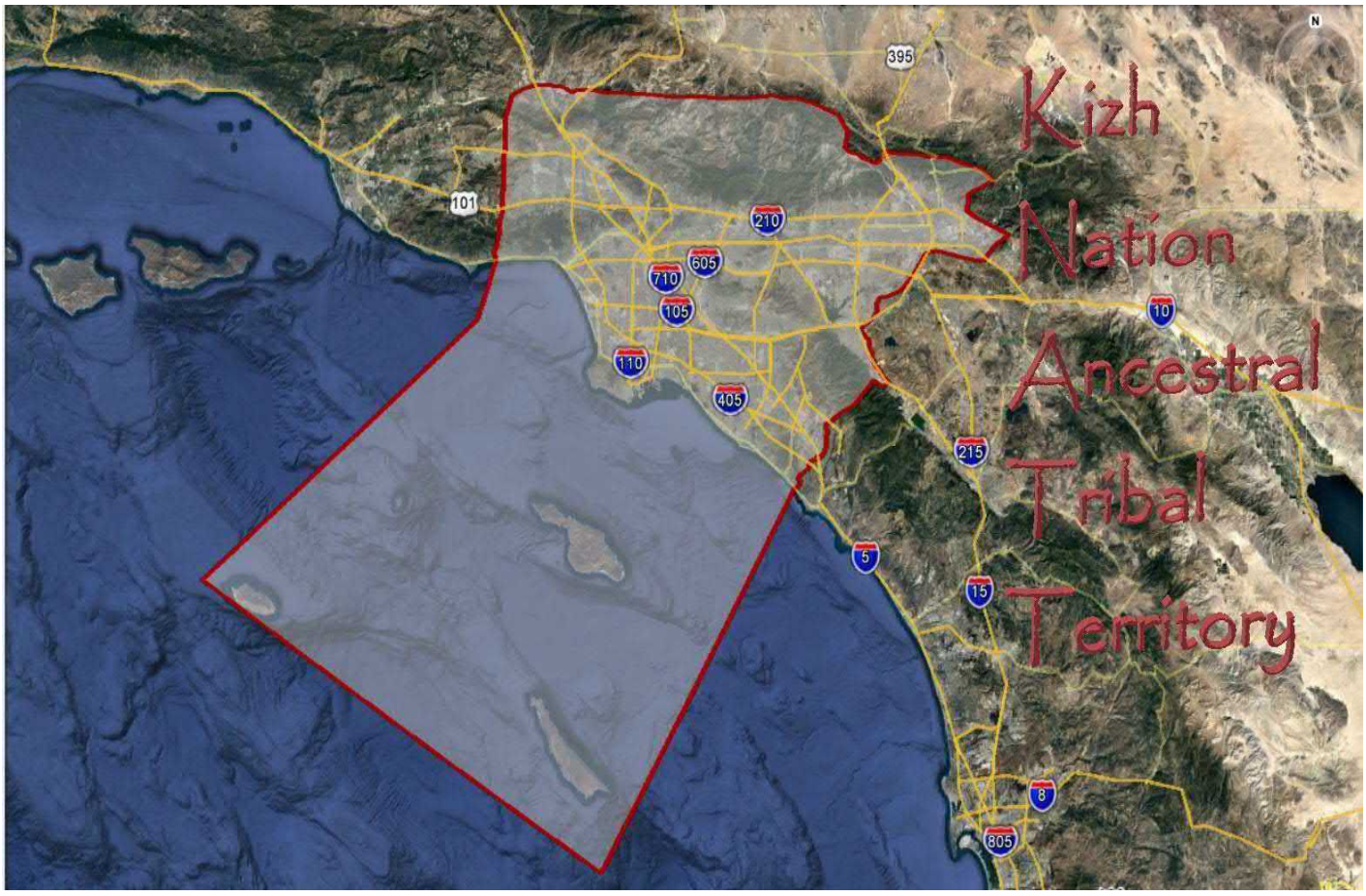
Acceptance of Tribal Government Recommended Mitigation Measures:

By _____ Date: _____
Lead Agency Representative Signature

Revised: August 2018

Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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Metro

July 19, 2019

Chairperson Andrew Salas
Gabrieleño Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com

Subject: Proposed Mitigation for AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Chairperson Salas:

This letter is in response to the mitigation provided by the Gabrieleño Band of Mission Indians—Kizh Nation (Kizh Nation) to the Los Angeles County Metropolitan Transportation Authority (Metro) on April 22, 2019. This letter presents proposed Tribal Cultural Resource (TCR) mitigation measures that have been developed by Metro in consultation the Kizh Nation as part of Assembly Bill (AB) 52 process for the proposed West Santa Ana Branch Transit Corridor Project (Project). Metro is providing the Kizh Nation with a copy of the proposed mitigation measures for review and comment in advance of a scheduled meeting with the tribe on August 9, 2019. The purpose of the meeting will be to discuss the proposed mitigation and make necessary revisions in order to obtain agreement with the Kizh Nation on those measures to be recommended for inclusion in the Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR). Once mitigation measures are agreed upon, Metro will formally conclude AB 52 consultation for the Project.

Metro initiated AB 52 consultation with the Kizh Nation on November 16, 2018. Following a teleconference on January 24, 2019 and subsequent correspondence with the Kizh Nation, Metro received a letter from Chairperson Salas on April 22, 2019, containing proposed mitigation measures related to potential Project impacts on TCRs (see Attachment A). The mitigation proposed by the Kizh Nation is summarized as follows:

- Retain a Native American Monitor/Consultant
- Unanticipated Discoveries of Tribal Cultural and Archaeological Resources
- Public Resources Code Sections 21083.2(b)
- Unanticipated Discoveries of Human Remains and Associated Funerary Objects
- Resource Assessment & Continuation of Work Protocol
- Kizh-Gabrieleño Procedures for Burials and Funerary Remains
- Treatment Measures
- Professional Standards

Metro reviewed the measures proposed by the Kizh Nation. The following measures were developed incorporating various aspects of the Kizh Nation's proposed mitigation measures that relate to TCRs:

- **TCR-1. Conduct Native American Monitoring.** Because of the potential to encounter previously undocumented Tribal Cultural Resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur within areas that are identified as having a moderate to high potential for containing intact prehistoric Native American remains. The specific areas subject to Native American monitoring shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in **Mitigation Measure CR-1 (Development of Cultural Mitigation and Monitoring Program).** The appropriate Native American monitors shall be selected based on ongoing consultation under AB 52 and shall be identified in the CRMMP. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies a cultural resources of Native American origin, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If treatment of the unanticipated discovery is required, then the consulting tribe(s) shall be provided an opportunity to review and provide input on the treatment plan.

- **TCR-2. Unanticipated Discovery of Tribal Cultural Resources.** In the event that cultural resources of Native American origin are identified during construction, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. The specific procedures to be followed in the event of an unanticipated discovery of cultural resources of Native American origin shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in **Mitigation Measure CR-1 (Development of Cultural Mitigation and Monitoring Program)**. If Metro determines that the resource is a tribal cultural resource and thus significant under CEQA, a treatment plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative.

- **CR-1–Development of Cultural Resource Mitigation and Monitoring Program**. Prior to the start of any ground-disturbing activity, the qualified archaeologist that meets the Secretary of Interior's Qualification Standards in Archaeology shall prepare and implement a Cultural Resources Mitigation and Monitoring Program (CRMMP) for the Project. The CRMMP shall include:
    - An archaeological sensitivity analysis that assesses the potential of direct APE to contain unknown buried prehistoric and historic period archaeological resources
    - Provisions for the education of construction workers
    - Provisions for archaeological and Native American monitoring of ground disturbance related to construction of the Project
    - Procedures to be followed in the event of discovery of archaeological resources, including the evaluation and mitigation of archaeological discoveries
    - Protocols for Native American coordination and input

Metro

- Appropriate treatment of human remains, if applicable
- Reporting of monitoring and mitigation results

- **CR-2–Treatment of Known Significant Archaeological Resources.** Destruction of a resource that is eligible for listing in the NRHP or CRHR would be a significant adverse effect. Eight archaeological sites (P-19-001575, P-19-002849, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) have been documented within the direct APE that are eligible or presumed eligible for listing in both the NRHP (Criterion D) and the CRHR (Criterion 4). Avoidance and preservation in place is the preferred mitigation for these archaeological sites. If avoidance is not feasible, then a data recovery treatment plan shall be prepared and implemented for the significant archaeological sites that will be directly impacted by project construction. The data recovery effort will be determined on a case by case basis depending on the archaeological resources affected and the level of potential disturbance. The data recovery plan shall be designed by a Secretary of the Interior qualified archaeologist in consultation with the lead agency and shall include methods of excavations, analysis, and report writing. It shall also provide procedures for the curation of any collection material and associated Project material at a facility meeting federal standards.

It should be noted that Metro did not include some of the Kizh Nation's proposed mitigation measures, specifically those that relate to the discovery and treatment of Native American human remains, which are covered by State of California law. If human remains are found, the Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). Because a MLD has not yet been identified for the Project, Metro prefers not to include the mitigation measures related the Kizh-Gabrieleño procedures for burials and funerary remains or associated treatment measures.

Metro respectively requests that the Kizh Nation review the mitigation measures presented above so that any proposed revisions may be discussed during the upcoming meeting. If the mitigation measures as currently written are agreeable to the Kizh Nation, then Metro requests that this agreement be conveyed in writing in order to formally conclude the consultation process. Pursuant to AB 52, the agreed upon mitigation measures will be recommended for inclusion in the Draft EIS/EIR that is being prepared for the Project. We look forward to continuing to consult with you on this Project.

Very respectfully,

On behalf of

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Attachment A: April 22, 2019 consultation letter

Attachment A

Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, MUST be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law - 101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section15064.5, PRC 5097.98 (d)(1).
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If you are receiving these measures, The Gabrieleño Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleño Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

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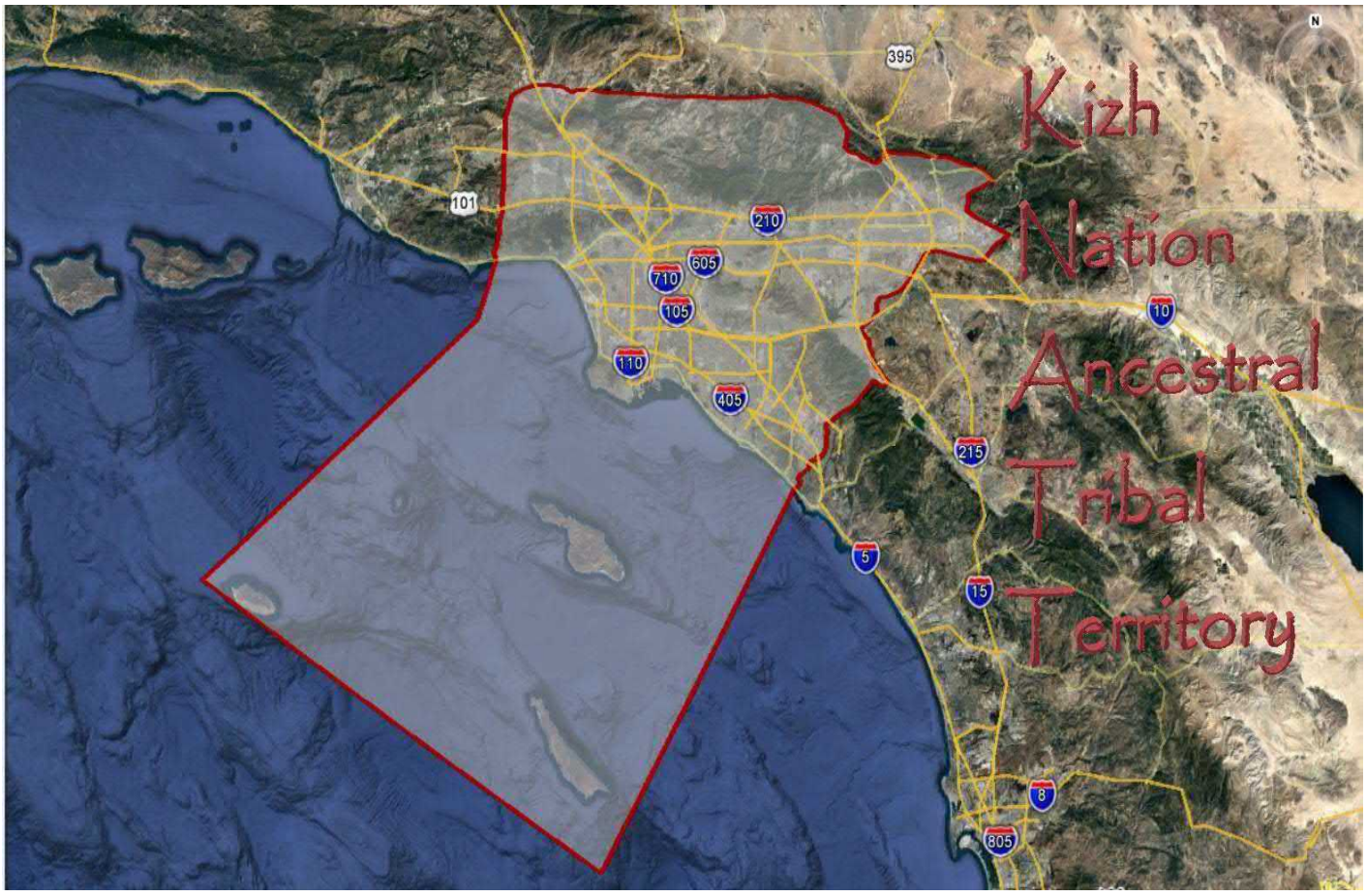
Acceptance of Tribal Government Recommended Mitigation Measures:

By _____ Date: _____
Lead Agency Representative Signature

Revised: August 2018

Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.



From: Administration Gabrieleno <admin@gabrielenoindians.org>
Date: August 8, 2019 at 6:43:43 PM PDT
To: "Gonzalez, Ivan D." <GonzalezIv@metro.net>
Cc: "gabrielenoindians@yahoo.com" <gabrielenoindians@yahoo.com>, "Khanna, Meghna" <KhannaM@metro.net>, "Jeff.Goodling@wsp.com" <Jeff.Goodling@wsp.com>, "Kristin.Carlson@wsp.com" <Kristin.Carlson@wsp.com>, Gina Escalante <Gina.Escalante@wsp.com>, "scarmack@rinconconsultants.com" <scarmack@rinconconsultants.com>, "Lam, Brian" <LamB@metro.net>, Andy Salas <chairman@gabrielenoindians.org>, Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>
Subject: Re: Metro WSAB - AB 52 Consultation Follow-up Meeting

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

Mr. Gonzalez and Ms. Khanna,

Thank you for all your efforts during this AB52 consultation for Metro's West Santa Ana Branch Transit Corridor Project. Our Tribal Government has reviewed the proposed mitigation measures that Metro has developed in consultation with us and we have no comments or revisions to the revised text presented in the July 19, 2019 letter sent to Chairman Salas. We are in agreement with those measures to be recommended for inclusion in the Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR). Therefore, with mutual agreement of the mitigation measures, we can formally conclude the consultation process for this project.

Best regards,
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

Attachments area

On Mon, Jul 22, 2019 at 9:48 AM Gonzalez, Ivan D. <GonzalezIv@metro.net> wrote:
Hello All,

Please see the call in number below and the attached letter for your review ahead of this meeting.

Meeting call in number (605) 475-4038 Access code 422267.

From: Andy Salas [mailto:chairman@gabrielenoindians.org]
Sent: Thursday, August 08, 2019 6:46 PM
To: Gonzalez, Ivan D. <GonzalezIv@metro.net>
Cc: gabrielenoindians@yahoo.com; Khanna, Meghna <KhannaM@metro.net>; Goodling, Jeff <Jeff.Goodling@wsp.com>; Carlson, Kristin <Kristin.Carlson@wsp.com>; Escalante, Gina V. <Gina.Escalante@wsp.com>; scarmack@rinconconsultants.com; Lam, Brian <LamB@metro.net>; Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>
Subject: Re: Metro WSAB - AB 52 Consultation Follow-up Meeting

Due to mutual agreement of the mitigation measures there will be no need for a meeting Friday August 9 at 11am.

Thank you

Sincerely,
Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
Cell: (626)926-4131
website: www.gabrielenoindians.org

On Thu, Aug 8, 2019 at 6:43 PM Administration Gabrieleno <admin@gabrielenoindians.org> wrote:
Mr. Gonzalez and Ms. Khanna,

Thank you for all your efforts during this AB52 consultation for Metro's West Santa Ana Branch Transit Corridor Project. Our Tribal Government has reviewed the proposed mitigation measures that Metro has developed in consultation with us and we have no comments or revisions to the revised text presented in the July 19, 2019 letter sent to Chairman Salas. We are in agreement with those measures to be recommended for inclusion in the Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR). Therefore, with mutual agreement of the mitigation measures, we can formally conclude the consultation process for this project.

Best regards,
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



Attachments area

On Mon, Jul 22, 2019 at 9:48 AM Gonzalez, Ivan D. <GonzalezIv@metro.net> wrote:
Hello All,

Please see the call in number below and the attached letter for your review ahead of this meeting.

Meeting call in number (605) 475-4038 Access code 422267.

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

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Appendix C-Section 4: Section 106 Native American Consultation Letters Sent by FTA on December 21, 2018

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

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

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

DEC 2 1 2018

Mr. Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA, 91723

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

Dear Mr. Salas:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

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Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
NORTHERN SECTION				
Alternative E: Alameda Underground				
LAUS	LAUS Forecourt **Design Option 1** LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
Alternative G: Downtown Transit Core				

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7th Street/ Metro Center	7th St/Metro Center at 8th St/Flower St with an underground pedestrian connection to 7th St/Metro Center Station (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8th Street between Los Angeles Street and Santee Street (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St. (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)				
Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/ Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM:115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

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

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DEC 2 1 2018

Mr. Robert Dorame, Chairperson
Gabrielino/Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

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Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

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Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
NORTHERN SECTION				
Alternative E: Alameda Underground				
LAUS	LAUS Forecourt **Design Option 1** LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
Alternative G: Downtown Transit Core				

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7th Street/ Metro Center	7th St/Metro Center at 8th St/Flower St with an underground pedestrian connection to 7th St/Metro Center Station (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8th Street between Los Angeles Street and Santee Street (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St. (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)				
Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/ Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

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Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM:115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

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

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
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DEC 2 1 2018

Mr. Sandonne Goad, Chairperson 106
Gabrielino/Tongva Nation
½ Judge John Aiso St, #231
Los Angeles, CA, 90012

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

Dear Mr. Goad:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

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- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

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Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

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consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

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Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

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

REGION IX
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DEC 2 1 2018

Mr. Charles Alvarez, Councilmember
Gabrielino/Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

Dear Mr. Alvarez:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
NORTHERN SECTION				
Alternative E: Alameda Underground				
LAUS	LAUS Forecourt **Design Option 1** LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
Alternative G: Downtown Transit Core				

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7th Street/ Metro Center	7th St/Metro Center at 8th St/Flower St with an underground pedestrian connection to 7th St/Metro Center Station (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8th Street between Los Angeles Street and Santee Street (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St. (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)				
Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/ Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM:115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

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If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

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

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DEC 2 1 2018

Ms. Linda Candelaria, Chairperson
Gabrielino/Tongva Tribe
80839 Camino Santa Juliana
Indio, CA, 92203

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Candelaria:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
NORTHERN SECTION				
Alternative E: Alameda Underground				
LAUS	LAUS Forecourt **Design Option 1** LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
Alternative G: Downtown Transit Core				

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7th Street/ Metro Center	7th St/Metro Center at 8th St/Flower St with an underground pedestrian connection to 7th St/Metro Center Station (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8th Street between Los Angeles Street and Santee Street (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St. (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)				
Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/ Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM:115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

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Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

U.S. Department
of Transportation
**Federal Transit
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DEC 2 1 2018

Mr. Matias Belardes, Chairperson
Juaneno Band of Mission Indians Acjachemen Nation-Belardes
32161 Avenida Los Amigos
San Juan Capistrano, CA, 92675

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

Dear Mr. Belardes:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

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Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

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Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
NORTHERN SECTION				
Alternative E: Alameda Underground				
LAUS	LAUS Forecourt **Design Option 1** LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7th Street/ Metro Center	7th St/Metro Center at 8th St/Flower St with an underground pedestrian connection to 7th St/Metro Center Station (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8th Street between Los Angeles Street and Santee Street (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St. (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
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SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)				
Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/ Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM:115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

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

REGION IX
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DEC 2 1 2018

Ms. Joyce Perry, Tribal Manager
Juaneno Band of Mission Indians Acjachemen Nation-Belardes
4955 Paseo Segovia
Irvine, CA, 92603

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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/ Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM:115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

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

REGION IX
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Hawaii, Nevada, Guam
American Samoa,
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DEC 2 1 2018

Mr. Anthony Morales, Chairperson
San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA, 91778

Re: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project

Dear Mr. Morales:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
NORTHERN SECTION				
Alternative E: Alameda Underground				
LAUS	LAUS Forecourt **Design Option 1** LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
Alternative G: Downtown Transit Core				

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7th Street/ Metro Center	7th St/Metro Center at 8th St/Flower St with an underground pedestrian connection to 7th St/Metro Center Station (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8th Street between Los Angeles Street and Santee Street (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6th St. and 7th St. (between 8th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed
SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)				
Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
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Total Number of Proposed New Parking Spaces				1,594

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Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

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Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

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- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

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2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

> "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator

Appendix C-Section 5: Section 106 Native American Consultation Correspondence

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

U.S. Department of Transportation

January 3, 2019

Re: Section 106 for the West Santa Ana Branch Transit Corridor Project

Dear Candice Hughes,

Please find this letter as a written request for consultation regarding the West Santa Ana Branch Transit Corridor Project in the Los Angeles County. Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located [redacted] Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our potential tribal cultural resources on your project site, at the consultation, we will be providing information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources. We will provide a variety of resources including, but not limited to; ethnography notes, maps, and oral history. We will also be prepared to discuss mitigation measures we feel are appropriate to protect our tribal cultural resources from substantial adverse change to their significance.

Consultation appointments are available during standard business hours on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

Rachel Perzel

From: Christopher Duran
Sent: Thursday, March 12, 2020 3:46 PM
To: Andy Salas <andysalas07@yahoo.com>
Subject: West Santa Ana Branch

Hi Andy,

I tried calling, but wanted to follow up over email. Rincon is helping with the West Santa Ana Branch project with Metro for the new service line into Union Station in Downtown LA. We understand that you already developed some mitigation under AB 52 with Metro. Now, the project is trying to complete the Section 106 side of the documentation. The Federal Transit Authority (FTA) is wondering if the mitigation you developed with Metro would work for you on the 106 side of things. Please let me know if that would work. I completely understand if you still want to sit down and have a meeting with the FTA, we are just trying to help things along for them. Take care.

Chris

Christopher A. Duran, MA, RPA, Principal
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x22
928-606-5020 Mobile
rinconconsultants.com



Rachel Perzel

From: Christopher Duran
Sent: Friday, March 13, 2020 11:06 AM
To: Shannon Carmack; Rachel Perzel
Subject: FW: [EXT] Re: West Santa Ana Branch Mitigation

Here you go. All wrapped up.

Christopher A. Duran, MA, RPA, Principal
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x22
928-606-5020 Mobile
rinconconsultants.com



From: Christopher Duran
Sent: Friday, March 13, 2020 11:06 AM
To: Andy Salas <andysalas07@yahoo.com>
Cc: admin@knrm-nsn.us; Matt Teutimez.Kizh Gabrieleno <Matt.Teutimez@gmail.com>
Subject: RE: [EXT] Re: West Santa Ana Branch Mitigation

Andy,

I'm forwarding this on to the Federal Transit Authority who will consider the 106 consultation complete with this mitigation. Please let me know if you have any other questions or concerns.

Chris

Christopher A. Duran, MA, RPA, Principal
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x22
928-606-5020 Mobile
rinconconsultants.com



From: Andy Salas <andysalas07@yahoo.com>
Sent: Friday, March 13, 2020 10:31 AM
To: Christopher Duran <cduran@rinconconsultants.com>
Cc: admin@knrm-nsn.us; Matt Teutimez.Kizh Gabrieleno <Matt.Teutimez@gmail.com>
Subject: [EXT] Re: West Santa Ana Branch Mitigation

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

Good morning Chris ,
This mitigation looks good !

Sent from my iPhone

> On Mar 13, 2020, at 8:48 AM, Christopher Duran <cduran@rinconconsultants.com> wrote:
>
> Hi Andy,
>
> These are the measures we talked about earlier. The FTA is curious if the mitigation you agreed to with Metro would be acceptable for the 106 consultation so they can move forward. Please let me know if this works and I can forward along. Thanks.
>
> Chris
>
> **Christopher A. Duran, MA, RPA, Principal**
> Rincon Consultants, Inc.
> Environmental Scientists | Planners | Engineers
> 805-644-4455 x22
> 928-606-5020 Mobile
> rinconconsultants.com
>
> <image003.png>
>
> <WSAB Tribal Letter_07192019.PDF>
> <08082019_Salas_Email_2.pdf>

From:	Adrian Morales
To:	Hughes, Candice (FTA); Stephenson, Adam (FTA)
Cc:	Arlene Morales
Subject:	Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project
Date:	Monday, February 11, 2019 3:09:34 PM

To:
Candice Hughes,
Environmental Protection Specialist

Adam Stephenson,
Transportation Program Specialist

U. S. Department of Transportation
Federal Transit Administration

Greetings,

Thank you for the correspondence regarding the above named project. The tribal council representatives has taken into account the preliminary project information provided and do concur with the project's Areas of Potential Effects (APE), and the methodology to identify cultural resources. However depending on positive post research results to identify Tribal Cultural Resources, and after consultation the tribe may reconsider concurrence of the project's APE. Tribal records do indicate having specific knowledge of Tribal Cultural Resources in close proximity that may exist within the project's APE limits, and therefore might be impacted by the project's undertakings. Recommendations to the FTA:

* Continuance of Tribal Consultation with the Gabrieleno Tongva San Gabriel Band of Mission Indians during the environmental study process.

* SCCIC & CHRIS records and all other informational data sources be inclusive of a one mile radius search.

* Tribal Consultation prior to any extended archaeological surveys including all sub surface testings.

Direct contact:
moralesadrian66@yahoo.com

Please continue to send all project correspondences to:

Anthony Morales, Chairperson
Gabrieleno / Tongva San Gabriel Band of Mission Indians
P. O. Box 693
San Gabriel, CA. 91778

Sincerely,

Adrian Morales

Tribal Consultations, Cultural Resource Management

Gabrieleno Tongva San Gabriel Band of Mission Indians

Sent from Yahoo Mail on Android

From: Hughes, Candice (FTA)
To: "gtongva@gmail.com"
Subject: West Santa Ana Branch Project (FTA and LACMTA)
Date: Tuesday, January 29, 2019 10:58:00 AM
Attachments: Gabrielino Tongva Indians of CA_Initiation Consultation.pdf
Importance: High

Good Morning Robert,

Thank you for speaking with me this morning about the West Santa Ana Branch Project (WSAB) with the Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA).

I am the Environmental Protection Specialist for FTA of Region 9. FTA mailed the Gabrieleno/Tongva Tribe a Native American Tribal Consultation letter for the West Santa Ana Branch Project on December 21, 2018. The 30-day review period has ended. Would the Gabrielino/Tongva Indians of California Tribal Council like to be included for future consultation as the project progresses?

Please contact me if you have any questions. Thank you!

Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 440
Los Angeles, CA, 90017-5467
(213) 629-8613

Appendix C-Section 6: Section 106 Local Interested Party Consultation Table and Letters Sent on behalf of Metro on September 20, 2017

Table C-1 Local Interested Parties Consulted

Party Consulted	Outreach Effort	Results
Okina Dor Director of Planning & Redevelopment City of Artesia Planning Department 18747 Clarkdale Ave Artesia, CA 90701 562-865-6262 odor@cityofartesia.us	**9/21/17:** Letter sent from Rincon Consultants, Inc. (Rincon) via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed; letter resent via email to fgraham@cityofartesia.us by Ms. Carmack of Rincon. **6/24/19:** Follow-up email sent to Ms. Fiona Graham, fgraham@cityofartesia.us by Ms. Carmack of Rincon.	**6/25/19:** Ms. Graham replied via email and stated that the two cultural resources [redacted]. **No further consultation needed.**
Artesia Historical Society P.O. Box 83 Artesia, CA 90702	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message. **5/16/19**: follow-up email sent to artesiahistoricalsociety@yahoo.com by Ms. Carmack of Rincon.	**5/16/19**: Email returned undeliverable; no additional response received. **No further consultation needed.**
Joe Perez Director of Building & Planning City of Bell 6330 Pine Ave. Bell, CA 90201	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon.	**5/13/19:** Ms. Carmack spoke with Aaron Lobliner, City Interim Planner. He stated that the new Community Development Director is Gus Romo. Also Mr. Lobliner stated that there are no known cultural resources within the City of Bell WSAB Project APE. **No further consultation needed.**
Rowena Genilo-Concepcion Planning Manager City of Bellflower 16600 Civic Center Drive Bellflower, CA 90706	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message.	**5/14/19:** Jason Clarke, Senior Planner for the City of Bellflower called Ms. Carmack and stated that there are no known cultural resources within the City of Bellflower WSAB Project APE that he was aware of beyond the Bellflower Depot. He noted that he had previously provided materials related to the Depot to the historic consultants for use in the impact analysis. **No further consultation needed.**

Party Consulted	Outreach Effort	Results
Art Gallucci City Manager City of Cerritos 18125 S. Bloomfield Avenue Cerritos, California 90703	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail.	**4/24/19:** Letter reply from the City received; letter notes the locations of six potential cultural resources near the Project footprint. **No further consultation needed.**
Salvador Lopez Jr. City Planning City of Cudahy 5220 Santa Ana Street Cudahy, CA 90201	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message.	**5/15/19:** Mr. Lopez contacted Ms. Carmack of Rincon by phone and stated that there are not identified historic resources within their General Plan, however the city believed the SCE substation located at the corner of Otis Avenue and Elizabeth Street could be historic. **No further consultation needed.**
Gilbert Livas, City Manager City of Downey 11111 Brookshire Avenue Downey CA 90241	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon. **6/24/19:** Follow-up call placed by Ms. Carmack of Rincon; per request, Ms. Carmack emailed a copy of the letter to Mr. Estrada at aestrada@downeyca.org.	**5/13/19:** Ms. Carmack spoke with Augustine Estrada who stated he will relay the message to Mr. Livas. **6/24/19:** Ms. Carmack spoke to Augustine Estrada who stated the City Manager did not have any information, but that he would check with the planning department. **No further consultation needed.**
Bob Thompson, President City of Downey Historical Society P.O. Box 554 Downey, CA 90241	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon.	**5/13/19:** Ms. Carmack spoke with Mr. Thompson who stated that he was not aware of any other cultural resources within the APE, other than those associated with the Rancho Los Amigos property. **No further consultation needed.**

Party Consulted	Outreach Effort	Results
City of Los Angeles Office of Historic Resources Department of City Planning 200 N. Spring Street, Room 559 Los Angeles, CA 90012	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up call placed by Ms. Carmack of Rincon.	**5/16/19:** Ms. Carmack spoke with Ms. Janet Hansen, Deputy Manager of the Office of Historic Resources. Ms. Hansen stated that the results of the SurveyLA data should be reviewed for known historic properties within the APE. **5/17/19:** Ms. Hansen emailed Ms. Carmack a link to a City database which provides information on all identified known and potential resources within the City of Los Angeles. **No further consultation needed.**
Adrian Scott Fine Director of Advocacy Los Angeles Conservancy (LAC) 523 West Sixth Street, Suite 826 Los Angeles, CA 90014 afine@laconservancy.org	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message. **5/16/19**: follow-up email sent to Mr. Fine by Ms. Carmack of Rincon. **6/24/19:** Follow-up email sent to Mr. Fine by Ms. Carmack of Rincon.	**7/1/19:** Mr. Marcello Vavala, Preservation Associate for the LAC replied via email to say that he would let us know if he had any comments. **No further consultation needed.**
Los Angeles City Historical Society P.O. Box 862311 Los Angeles, CA 90086-2311	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up email sent to info@lacityhistory.org by Ms. Carmack of Rincon. **6/24/19:** Follow-up email sent to info@lacityhistory.org by Ms. Carmack of Rincon.	No response received. **No further consultation needed.**
Los Angeles Railroad Heritage Foundation 825 Colorado Boulevard, Suite 242 Los Angeles, CA 90041 Ph: 626-458-4449 info@larhf.org	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message. **5/16/19:** Follow-up email sent by Ms. Carmack of Rincon to info@larhf.org.	**5/16/19:** Mr. Jared Nigro, Administrative Assistant of the RR Foundation left a voicemail for Ms. Carmack stating that the Foundation does not know of any cultural resources, but they have a research library which can be utilized. **No further consultation needed.**

Party Consulted	Outreach Effort	Results
John Moreno City Manager City of Paramount 16400 Colorado Avenue Paramount, CA 90723	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail.	**4/24/19:** Letter reply from the City received; letter notes the location of a public art sculpture within the project APE, requests preservation and or relocation if necessary. **No further consultation needed.**
Carlos Luis Senior Planner City of Huntington Park 6550 Miles Avenue Huntington Park, CA 90255	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message. **6/24/19:** Follow-up email sent to Mr. Luis at cluis@hpca.gov by Ms. Carmack of Rincon.	**9/28/17:** Juan Arauz, Associate Planner with the City of Huntington Park, replied via email and identified two cultural resources within two of the proposed LRT stations, which are: Salt Lake Park and Downtown Pacific Boulevard. Mr. Arauz recommended that potential impacts arising from noise, parking, vehicle circulation, safety, and air quality be carefully evaluated. He also provided a copy of the City of Huntington Park's response to Metro's NOP of an EIR and EIS for the WSAB project. **6/25/19:** Mr. Luis replied via email with a list of known historic resources in the city and noted that the area was also known to contain Native American sites. **No further consultation needed.**
Alvie Betancourt Senior Planner City of South Gate 8650 California Avenue South Gate, CA 90280 Ph: 323-563-9526 abetancourt@sogate.org	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up call placed by Ms. Carmack of Rincon; left message. Follow-up email sent to abetancourt@sogate.org. **6/24/19:** Follow-up email sent to abetancourt@sogate.org by Ms. Carmack of Rincon.	No response received. **No further consultation needed.**

Party Consulted	Outreach Effort	Results
Carlos Fandino City Administrator City of Vernon 4305 Santa Fe Avenue Vernon, CA 90058	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/16/19:** Follow-up call placed by Ms. Carmack of Rincon; letter resent via email to scanales@ci.vernon.ca.us **6/24/19:** Follow-up email sent to scanales@ci.vernon.ca.us by Ms. Carmack of Rincon.	No response received. **No further consultation needed.**
Dean Edwards Los Angeles County Department of Regional Planning Historic Preservation Program 320 West Temple Street Los Angeles, CA 90012	**9/21/17:** Letter sent from Rincon via U.S. mail. **3/18/19:** Letter sent from Metro via U.S. mail. **5/13/19:** Follow-up call placed by Ms. Carmack of Rincon; no answer, left message for Mr. Edwards.	**5/14/19:** Mr. Edwards contacted Ms. Carmack and stated that that there are no known cultural resources within the WSAB Project APE that fall in unincorporated areas of the County of Los Angeles. **No further consultation needed.**
Chinese Historical Society of Southern California Eugene Moy or Current President 415 Bernard Street Los Angeles, CA 90012 323-222-0856 ewmoy49@gmail.com	**2/4/20:** Letter sent from Metro via U.S. mail. **2/10/20:** Follow-up email sent by James Williams of Rincon to ewmoy49@gmail.com. **2/20/20:** Follow-up email sent by Rachel Perzel of Rincon to ewmoy49@gmail.com.	No response received. **No further consultation needed.**

Party Consulted	Outreach Effort	Results
Los Angeles Union Station Historical Society Mr. Tom Savio or To Whom it May Concern P.O. Box 411682 Los Angeles, CA 90041 626-799-3925 laushs@earthlink.net	**2/4/20:** Letter sent from Metro via U.S. mail and email. **3/9/20:** Follow-up telephone call placed by Mr. Carmack of Rincon **3/10/20:** Follow-up telephone call placed by Mr. Carmack of Rincon.	**2/4/20:** Executive Director Tom Savio responded via email. He stated that, LAUSHS would be interested consulting regarding the project because Alternative 1 begins at Union Station. Mr. Savio also recommended that the Los Angeles Conservancy and Train Riders Association of California be contacted for Section 106 consultation. In addition, Mr. Savio asked when and whether his organization could view graphics detailing Alternative 1. **2/18/20:** Tom Savio responded via voicemail requesting information regarding a potential meeting upcoming in Los Angeles. **3/10/20:** On telephone call, Mr. Savio expressed concern regarding the design of potential stations in the area of Union Station. He stated that any new stations should be compatible in their architecture with Union Station itself. No additional information regarding historic properties in the APE or its vicinity were mentioned. **No further consultation needed.**
Japanese American Cultural & Community Center Sandra Sakamoto or Current Chair 244 South San Pedro Street Los Angeles, CA 90012 213-628-2725	**2/4/20:** Letter sent from Metro via U.S. mail. **2/10/20:** Follow-up call placed by James Williams of Rincon. **2/20/20:** Follow-up email sent by Rachel Perzel of Rincon to mmoreno@jacc.org.	**2/10/20:** In a follow-up telephone call, Mr. Williams spoke to Michelle Morendo. Per her request, a copy of the February 4 letter was emailed to Ms. Moreno at mmoreno@jacc.org. Ms. Moreno said she would read the message and forward it to the appropriate staff member. No further response received. **No further consultation needed.**

Party Consulted	Outreach Effort	Results
Little Tokyo Historical Society Mr. Michael Okamura or To Whom it May Concern 231 East 3rd Street, Suite 203 Los Angeles, CA 90013 littletokyohs@gmail.com	**2/4/20:** Letter sent from Metro via U.S. mail and email. **2/10/20:** Follow-up email sent by James Williams of Rincon to littletokyohs@gmail.com. **2/19/20:** Follow-up email sent by Rachel Perzel of Rincon to littletokyohs@gmail.com.	No response received. **No further consultation needed.**
La Plaza De Cultura y Artes To Whom it May Concern 501 North Main Street Los Angeles, Ca 90012 213-542-6200 info@lapca.org	**2/4/20:** Letter sent from Metro via U.S. mail and email. **2/10/20:** Follow-up email sent by James Williams of Rincon to info@lapca.org. **2//20:** Follow-up email sent by Rachel Perzel of Rincon to info@lapca.org.	No response received. **No further consultation needed.**
Old Spanish Trail Association Nancy Melendez or Current California Director 9216 Hawthorne Avenue Riverside, CA 92503 951-233-1219 ostamgr@gmail.com	**2/4/20:** Letter sent from Metro via U.S. mail and email. **2/10/20:** Follow-up email sent by James Williams of Rincon to ostamgr@gmail.com.	**2/10/20:** Received email response from Nancy Melendez that states that none of the proposed alternatives affect any recognized or potential Old Spanish Trail historic sites. The email states further that one of the Alternatives crosses the Old Spanish Trail alternative route [redacted] but that this alternative route is not recognized by the Old Spanish Trail Association. **No further consultation needed.**

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info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Okina Dor
Director of Planning & Redevelopment
City of Artesia Planning Department
18747 Clarkdale Ave
Artesia, CA 90701

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Dor:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Metro is proposing the project to provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for historically underserved, transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

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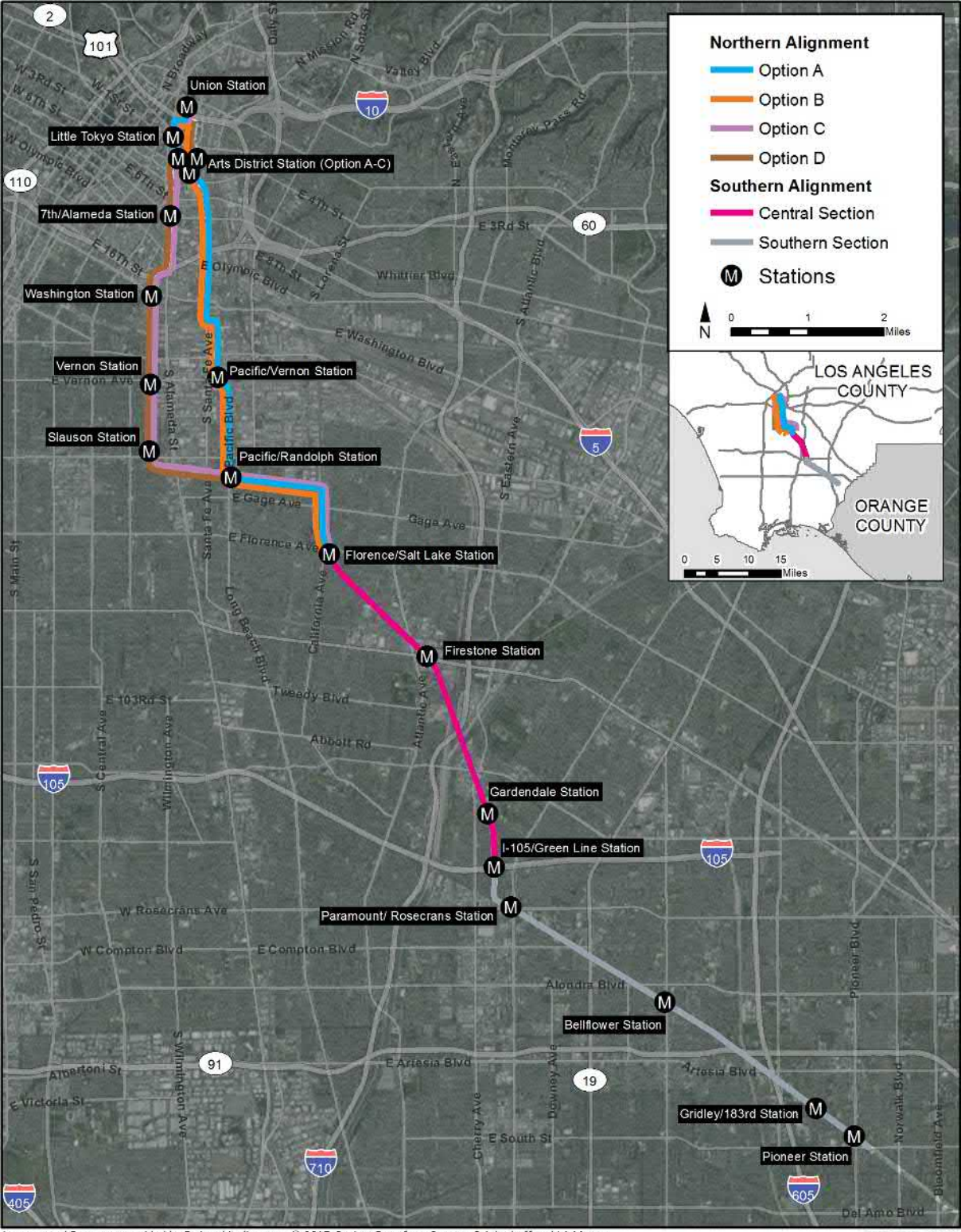
have any knowledge of, or specific concerns relating to cultural resources within the project area, please respond by telephone at 562-676-5485 or email to scarmack@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map


Northern Alignment
Option A
Option B
Option C
Option D
Southern Alignment
Central Section
Southern Section
Stations
N
0 1 2 Miles
LOS ANGELES COUNTY
ORANGE COUNTY
0 5 10 15 Miles
Union Station
Little Tokyo Station
Arts District Station (Option A-C)
7th/Alameda Station
Washington Station
Vernon Station
Pacific/Vernon Station
Slauson Station
Pacific/Randolph Station
Florence/Salt Lake Station
Firestone Station
Gardendale Station
I-105/Green Line Station
Paramount/ Rosecrans Station
Bellflower Station
Gridley/183rd Station
Pioneer Station
Imagery and Basemap provided by Esri and its licensors © 2017. Project Data from Parsons Brinkerhoff and LA Metro.

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info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Artesia Historical Society
P.O. Box 83
Artesia, CA 90702

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

To Whom it May Concern:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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September 20, 2017
Project No: 16-02417

Joe Perez
Director of Building & Planning
City of Bell
6330 Pine Ave.
Bell, CA 90201

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Perez:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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September 20, 2017
Project No: 16-02417

Rowena Genilo-Concepcion
Planning Manager
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

Subject: West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Ms. Genilo-Concepcion:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

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have any knowledge of, or specific concerns relating to cultural resources within the project area, please respond by telephone at 562-676-5485 or email to scarmack@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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September 20, 2017
Project No: 16-02417

Art Gallucci
City Manager
City of Cerritos
18125 S. Bloomfield Avenue
Cerritos, California 90703

Subject: West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Gallucci:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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September 20, 2017
Project No: 16-02417

Salvador Lopez, Jr.
City Planning
City of Cudahy
5220 Santa Ana Street
Cudhay, CA 90201

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Lopez:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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September 20, 2017
Project No: 16-02417

Gilbert Livas
City Manager
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Livas:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Bob Thompson
City of Downey Historical Society
P.O. Box 554
Downey, CA 90241

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Thompson:

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
Los Angeles, California 90014
213 788 4842
info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

City of Los Angeles
Office of Historic Resources
Department of City Planning
200 N. Spring Street, Room 559
Los Angeles, CA 90012

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

To Whom it May Concern:

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
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213 788 4842
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www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Adrian Scott Fine
Director of Advocacy
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA 90014

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Fine,

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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Los Angeles, California 90014
213 788 4842
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www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Los Angeles City Historical Society
P.O. Box 862311
Los Angeles, CA 90086-2311

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

To Whom it May Concern:

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Metro is proposing the project to provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for historically underserved, transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

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The attached map depicts the project study area which encompasses the anticipated extent of environmental study associated with the major project components currently under consideration.

The project is being partially funded by federal funding and is therefore subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. We are writing to provide you with an opportunity to be involved in the Section 106 process as a consulting party. If you have any knowledge of, or specific concerns relating to cultural resources within the project area, please

respond by telephone at 562-676-5485 or email to scarmack@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
Los Angeles, California 90014
213 788 4842
info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Los Angeles Railroad Heritage Foundation
825 Colorado Boulevard, Suite 242
Los Angeles, CA 90041

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

To Whom it May Concern:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

John Moreno
City Manager
City of Paramount
16400 Colorado Avenue
Paramount, CA 90723

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Moreno:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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706 South Hill Street, Suite 1200
Los Angeles, California 90014
213 788 4842
info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Carlos Luis
Senior Planner
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Luis:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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706 South Hill Street, Suite 1200
Los Angeles, California 90014
213 788 4842
info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Alvie Betancourt
Senior Planner
City of South Gate
8650 California Avenue
South Gate, CA 90280

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Betancourt:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

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706 South Hill Street, Suite 1200
Los Angeles, California 90014
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www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Carlos Fandino
City Administrator
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Subject: **West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Mr. Fandino:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

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Sincerely,
Rincon Consultants, Inc.



Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
Los Angeles, California 90014
213 788 4842
info@rinconconsultants.com
www.rinconconsultants.com

September 20, 2017
Project No: 16-02417

Dean Edwards
Los Angeles County Department of Regional Planning
Historic Preservation Program
320 West Temple Street
Los Angeles, CA 90012

Subject: West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Edwards:

Rincon Consultants, Inc. (Rincon) has been retained on behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) to conduct a cultural resources study in support of the West Santa Ana Branch Transit Corridor (project).

The proposed project would include a new light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line in the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

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Sincerely,
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Shannon Carmack
Architectural History Program Manager

Enclosures: Project Overview Map

Appendix C-Section 7: Section 106 Local Interested Party Consultation Letters Sent by Metro on March 18, 2019

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 18, 2019

Artesia Historical Society
P.O. Box 83
Artesia, CA 90702

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

To Whom It May Concern:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an

accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the subsequent project phase, which may enable Metro to deliver the project in one phase with an estimated opening date of 2028.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of Los Angeles County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.4 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th Street/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.4 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking

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Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station.

The proposed Project Area of Potential Effects (APE) is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes areas that may be subject to direct or indirect effects that may result from construction or implementation of the Project. The project APE encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The architectural APE encompasses the surrounding built environment resources that may be indirectly affected by noise, vibration and visual effects.

A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and their potential to affect historic resources within the project area. Your opinions are essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
Los Angeles, California 90012
Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
2. Project Study Area Map

cc:
Ivan Gonzalez
Laura Cornejo

Figure 1. Project Location/Vicinity Map

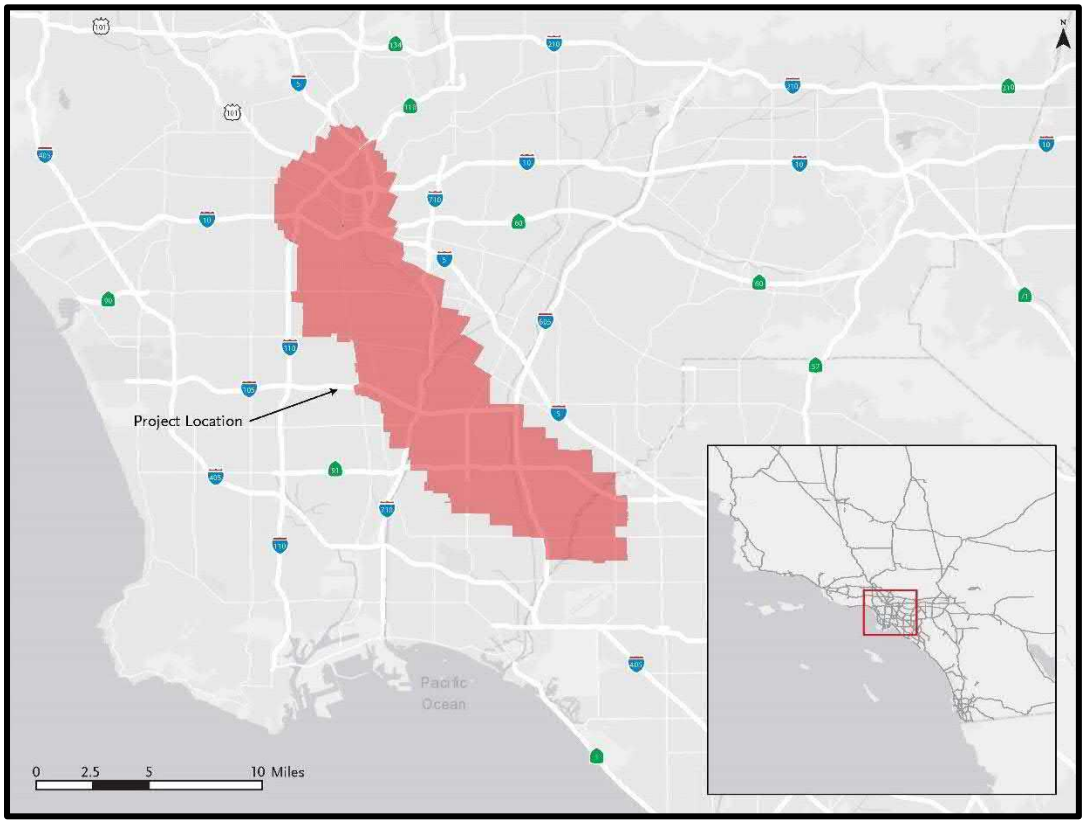
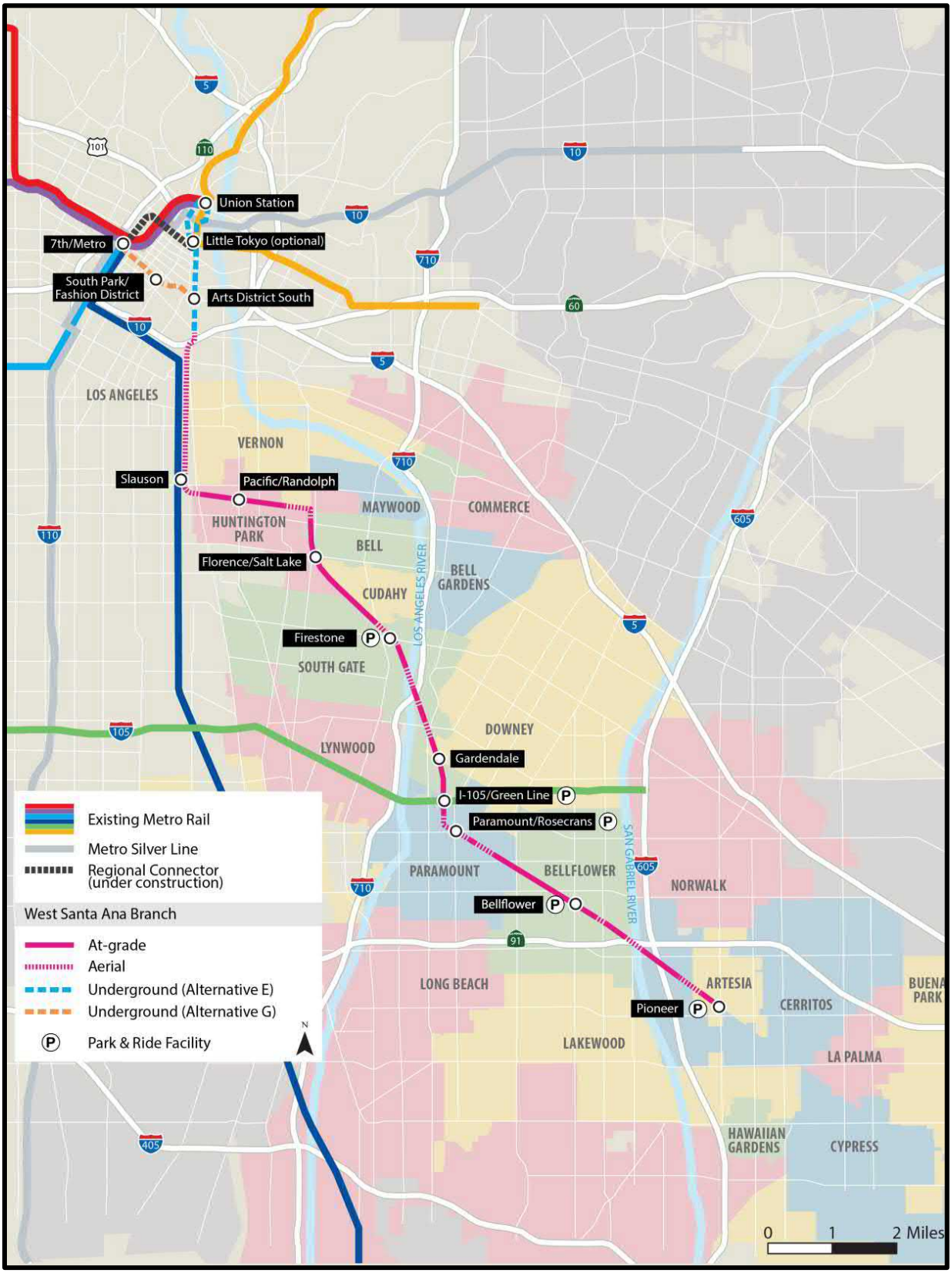


Figure 2. Project Study Area Map



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 18, 2019

Okina Dor
City of Artesia Planning Department
18747 Clarkdale Ave
Artesia, CA 90701

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Dor:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

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PROPOSED PROJECT

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Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

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The proposed Project Area of Potential Effects (APE) is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes areas that may be subject to direct or indirect effects that may result from construction or implementation of the Project. The project APE encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The architectural APE encompasses the surrounding built environment resources that may be indirectly affected by noise, vibration and visual effects.

A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and their potential to affect historic resources within the project area. Your opinions are essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
Los Angeles, California 90012
Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
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Ivan Gonzalez
Laura Cornejo

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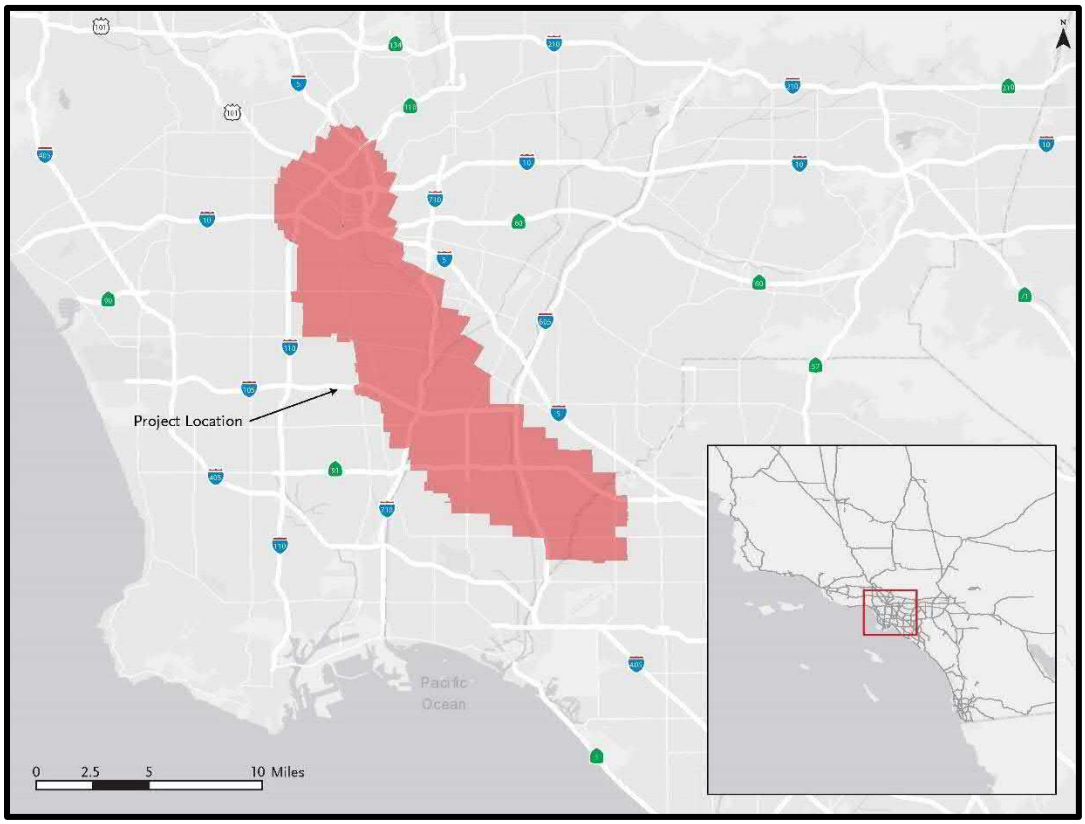
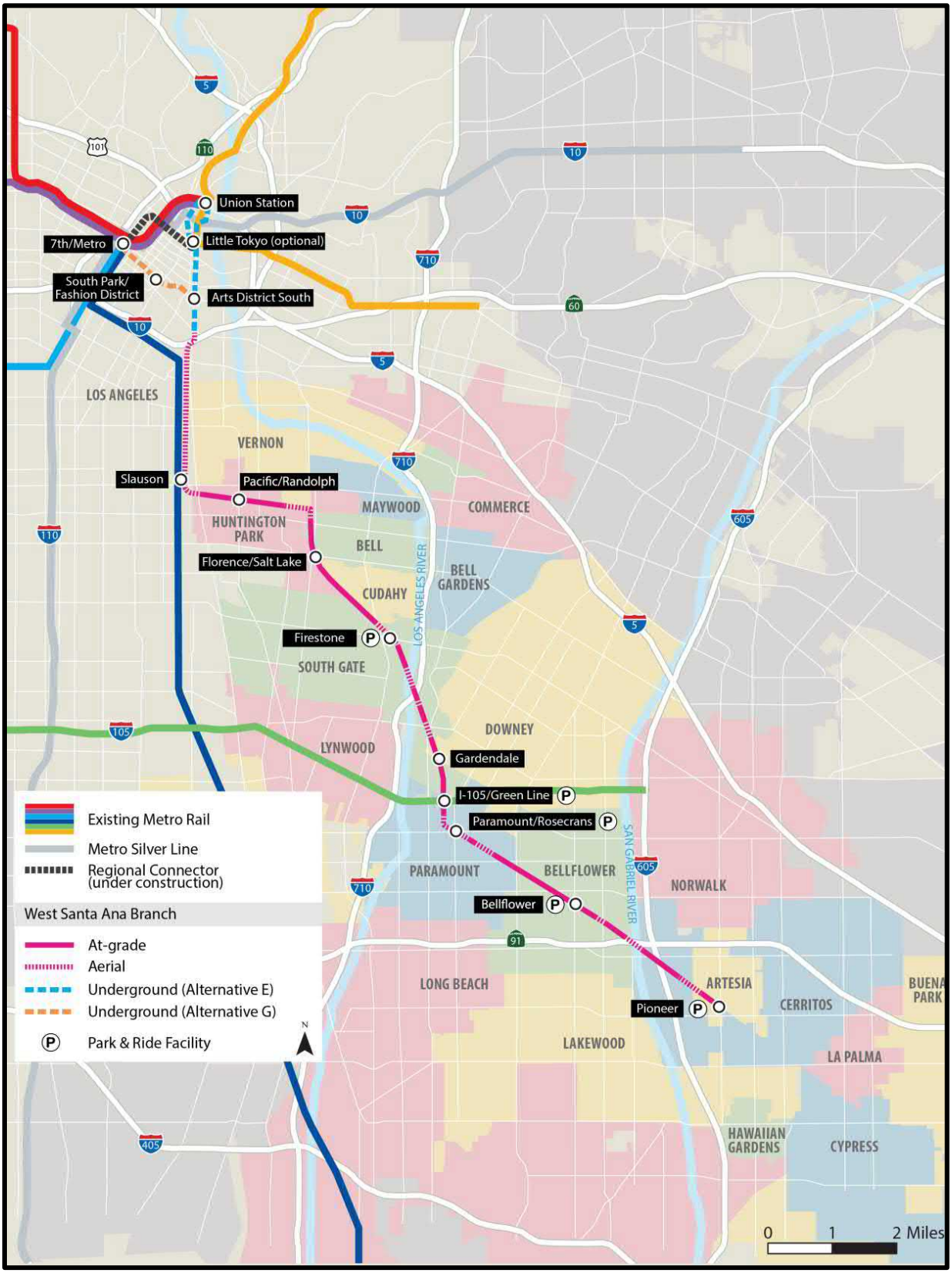


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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 18, 2019

Joe Perez
Director of Building & Planning
City of Bell
6330 Pine Ave.
Bell, CA 90201

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Perez:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

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The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the subsequent project phase, which may enable Metro to deliver the project in one phase with an estimated opening date of 2028.

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Meghna Khanna, Project Manager
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Los Angeles County Metropolitan Transportation Authority

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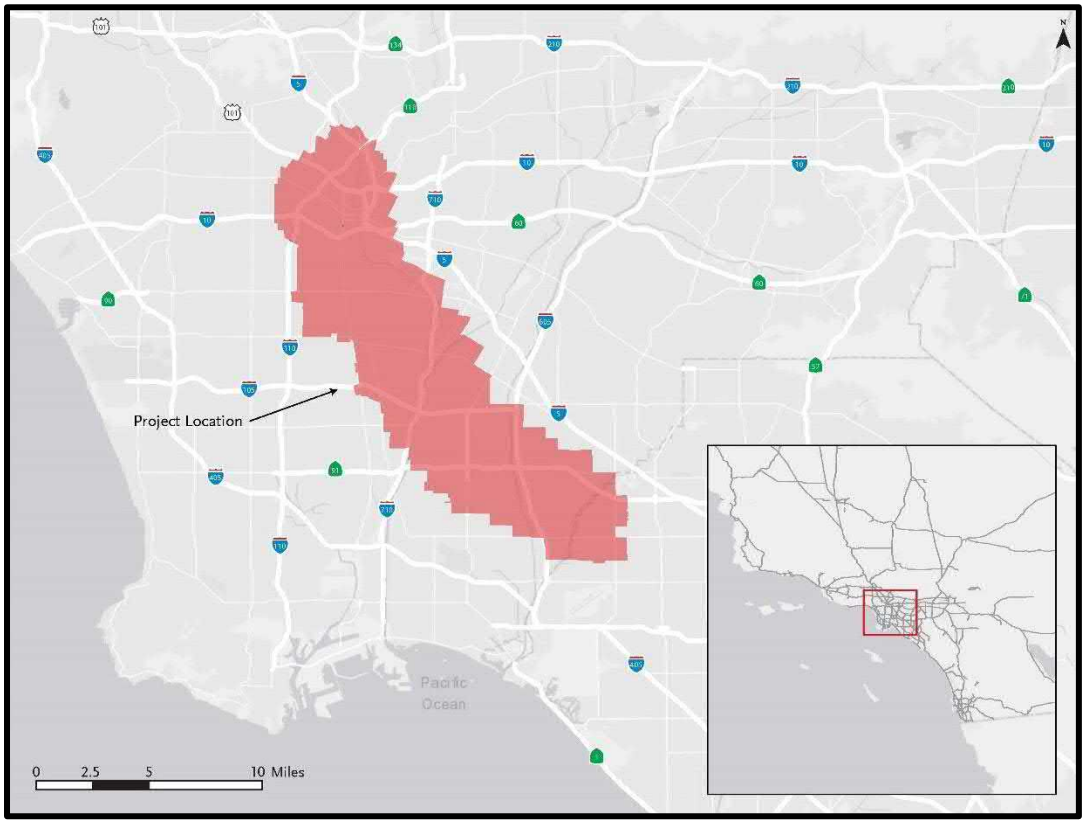
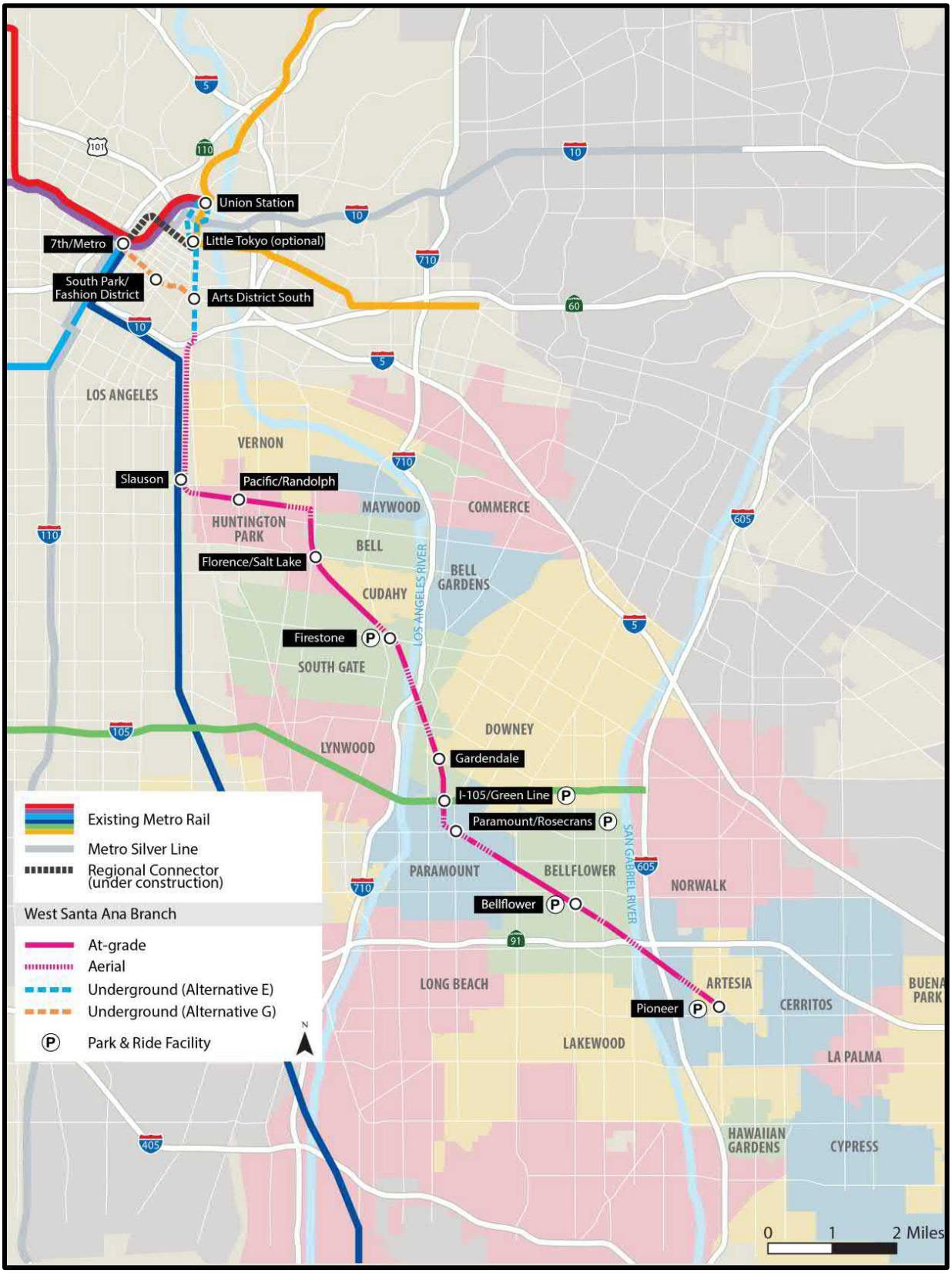


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Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

213.922.2000 Tel
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March 18, 2019

Rowena Genilo-Concepcion
Planning Manager
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Miss Genilo-Concepcion:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

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The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the subsequent project phase, which may enable Metro to deliver the project in one phase with an estimated opening date of 2028.

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Los Angeles County Metropolitan Transportation Authority
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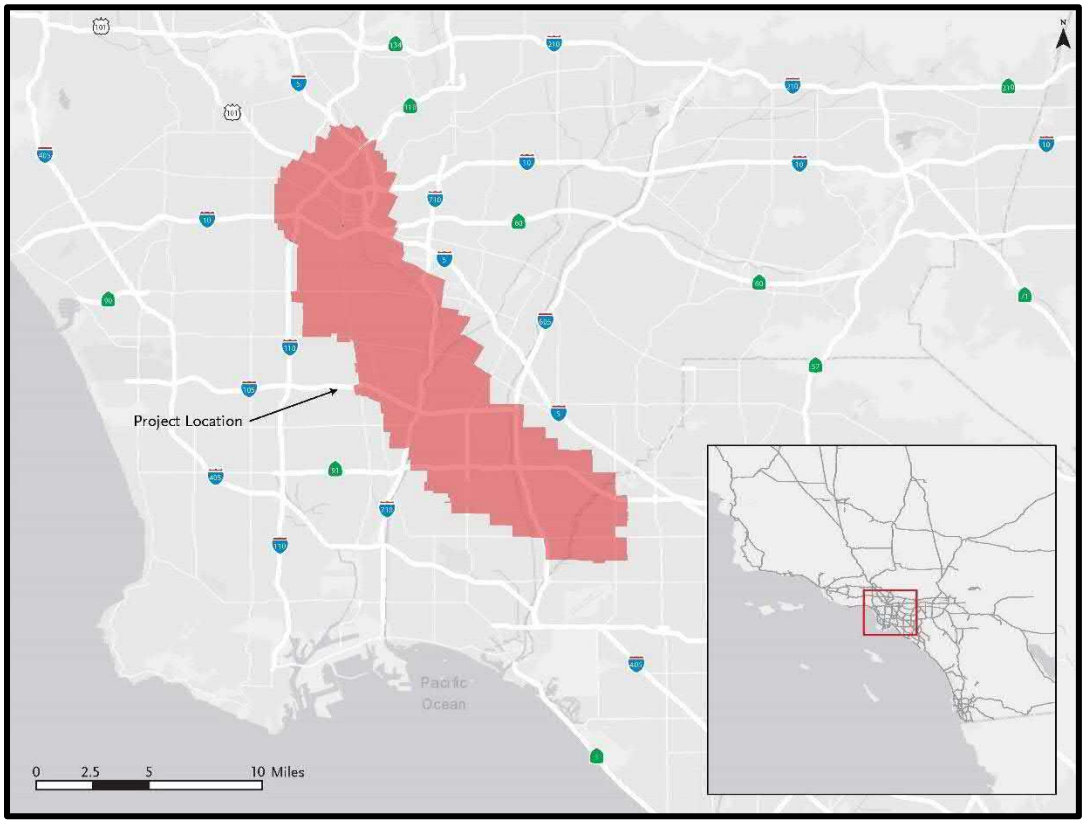
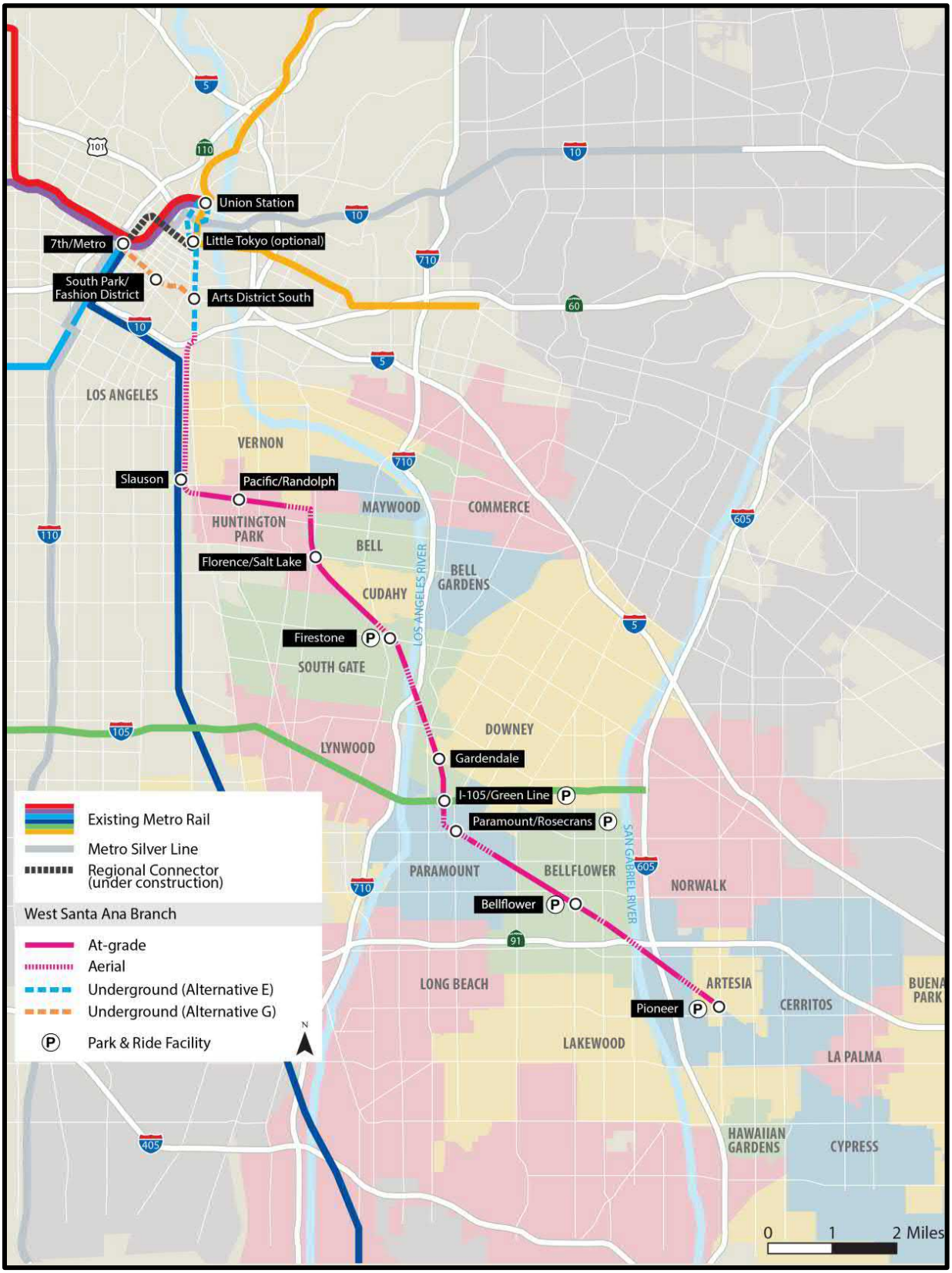


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Los Angeles County
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March 18, 2019

Art Gallucci
City Manager
City of Cerritos
18125 S. Bloomfield Avenue
Cerritos, California 90703

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Gallucci:

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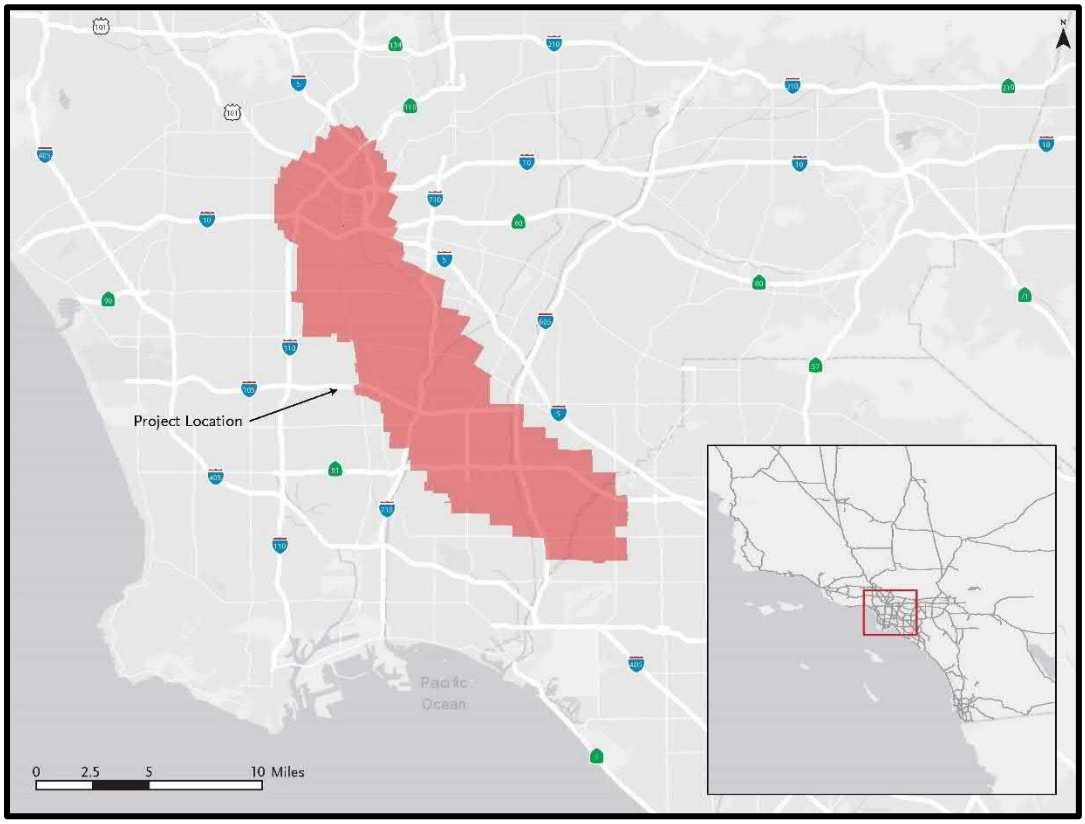
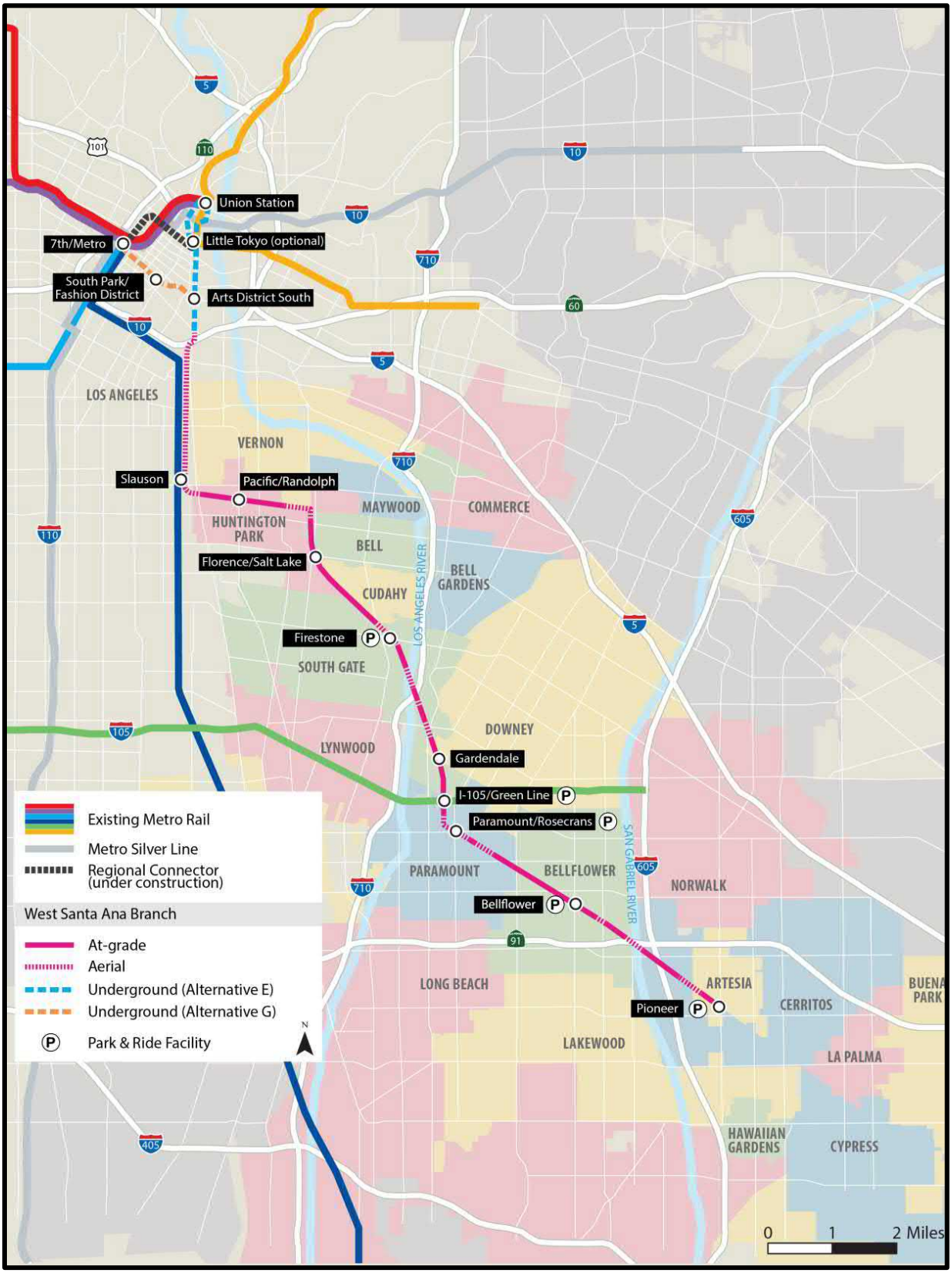


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Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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March 18, 2019

Salvador Lopez Jr.
City Planning
City of Cudahy
5220 Santa Ana Street
Cudahy, CA 90201

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Lopez:

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Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
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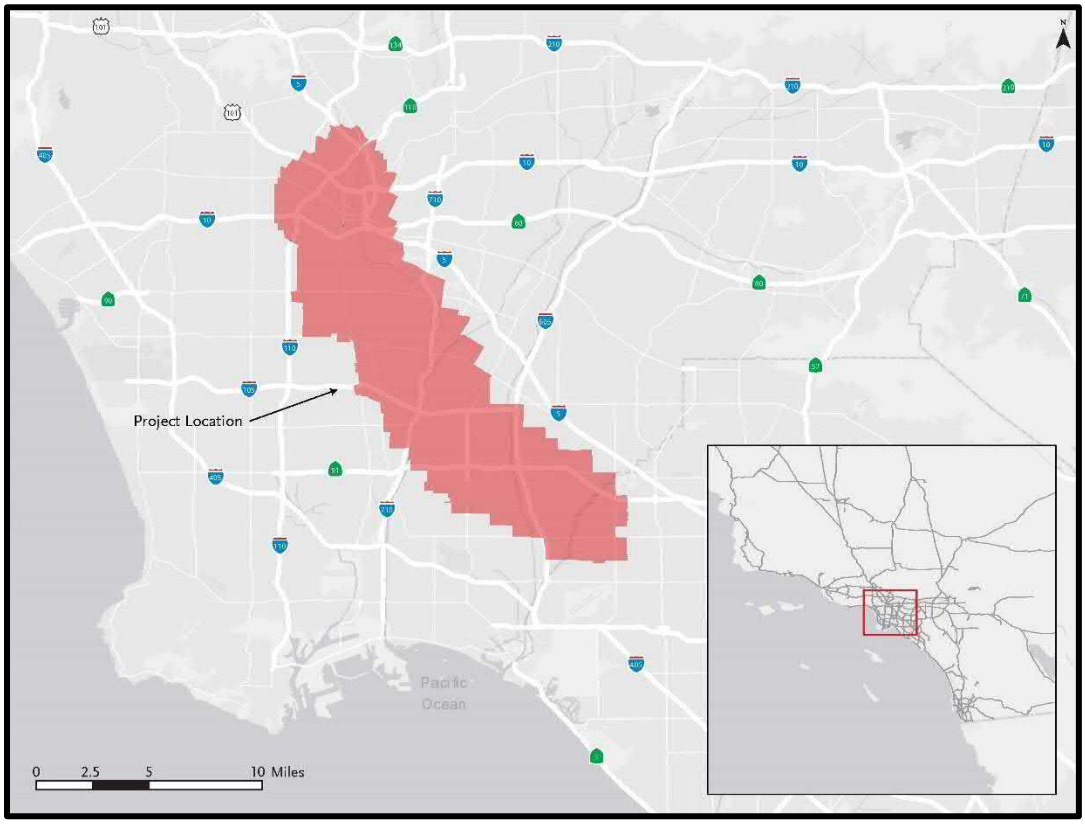
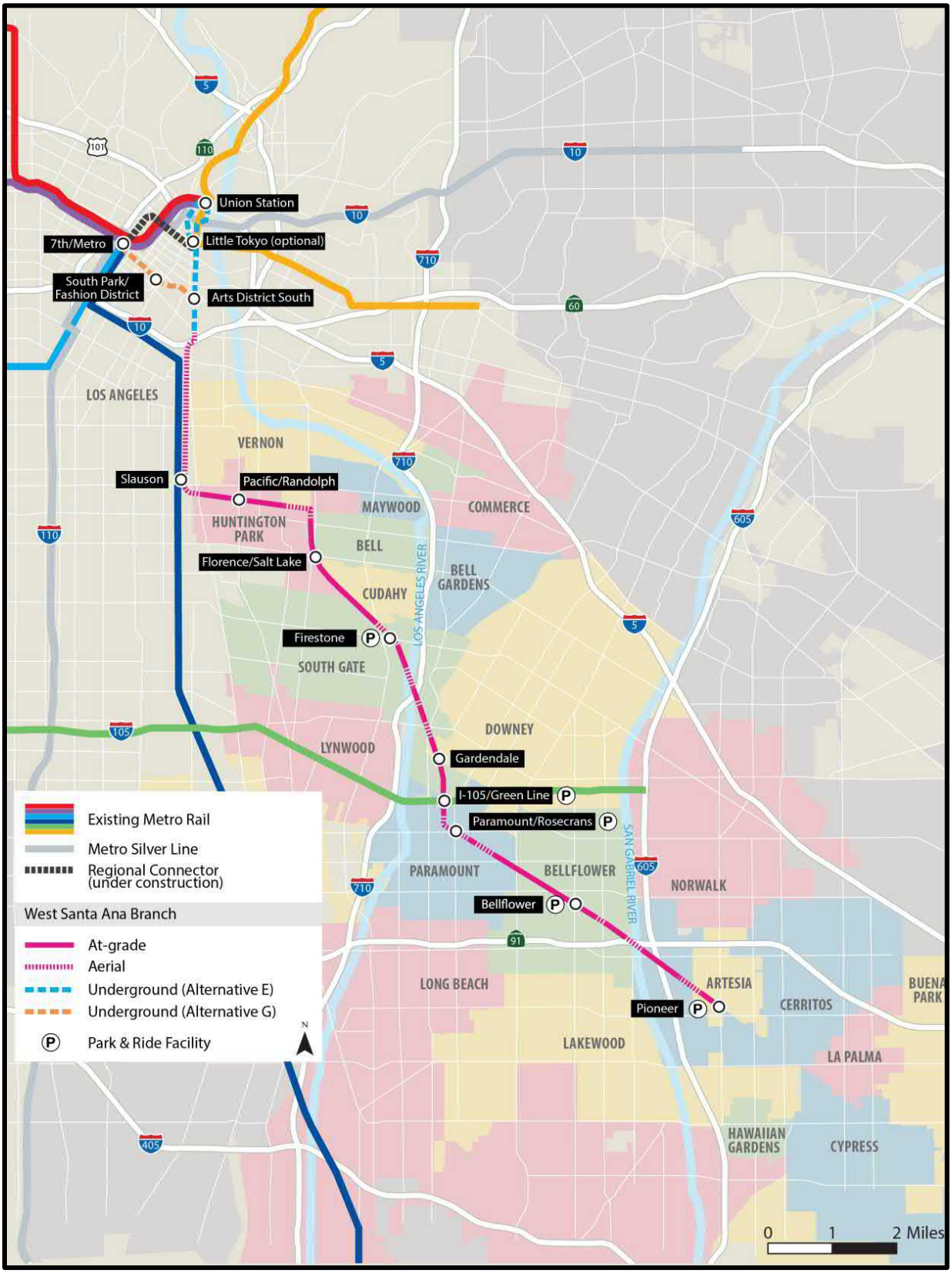


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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 18, 2019

Bob Thompson, President
City of Downey Historical Society
P.O. Box 554
Downey, CA 90241

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Thompson:

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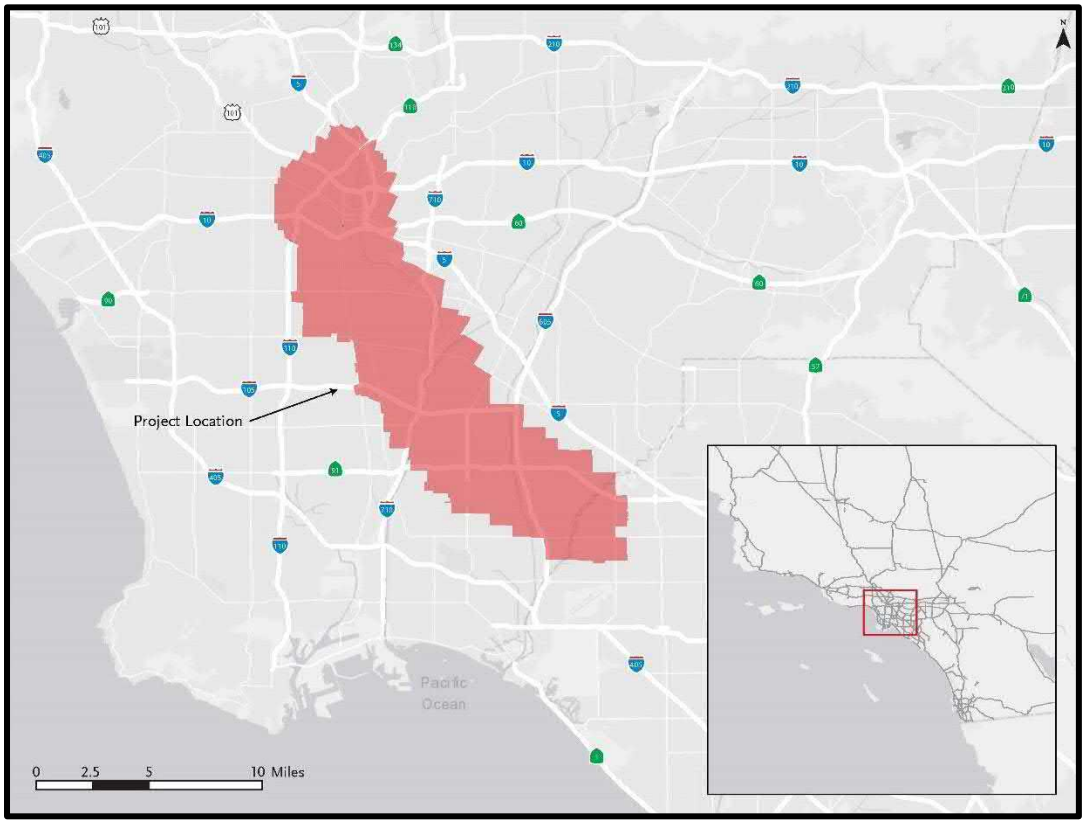
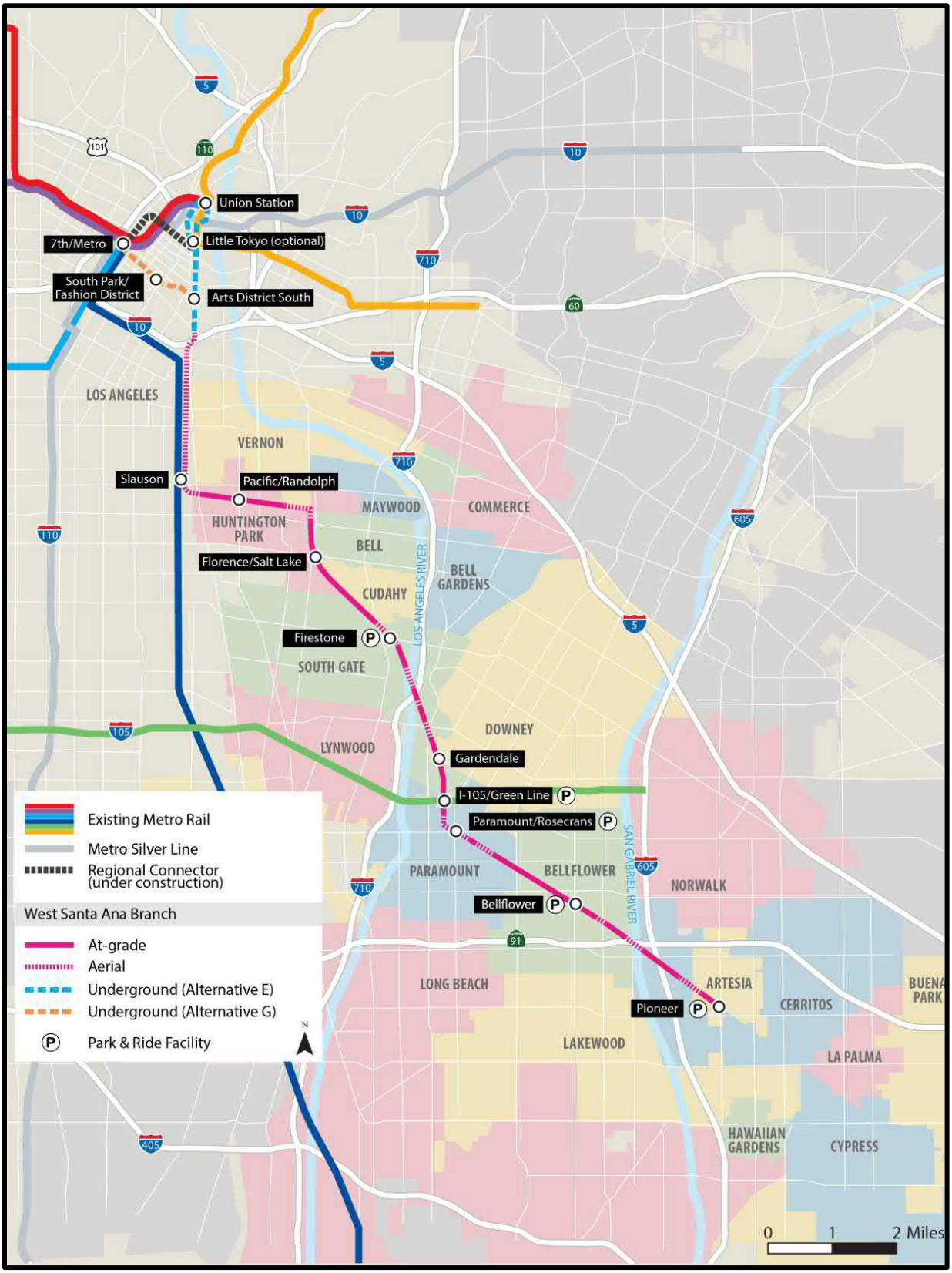


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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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March 18, 2019

Gilbert Livas
City Manager
City of Downey
11111 Brookshire Avenue
Downey CA 90241

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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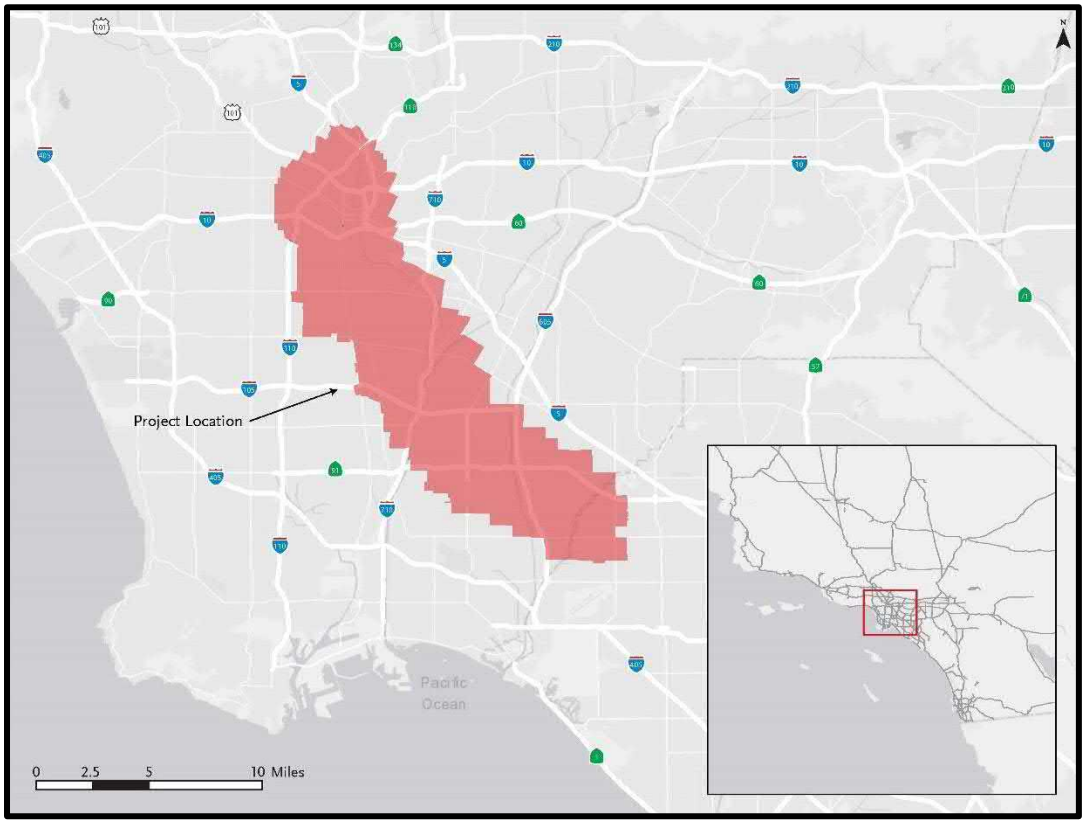
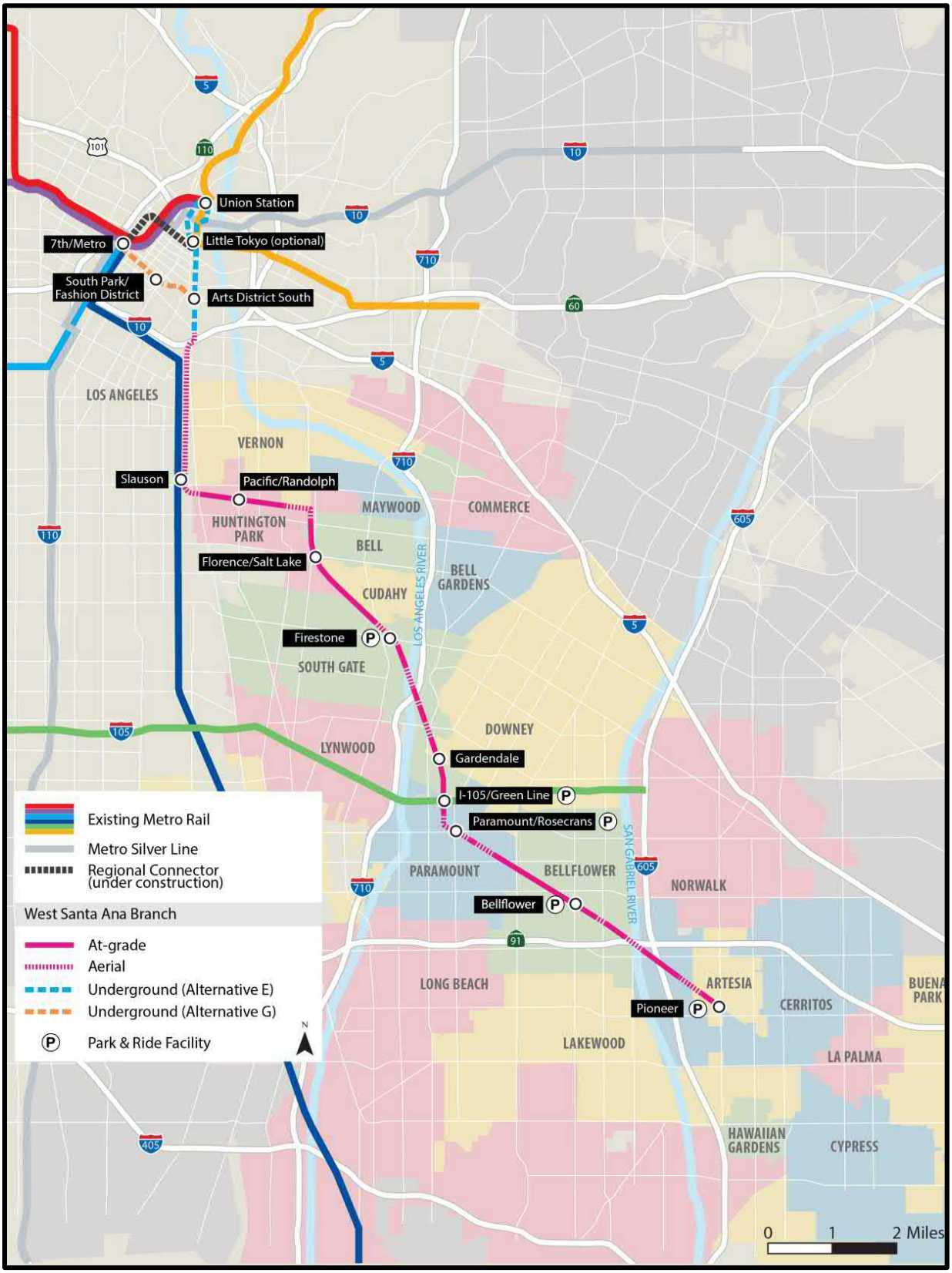


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March 18, 2019

Carlos Luis
Senior Planner
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

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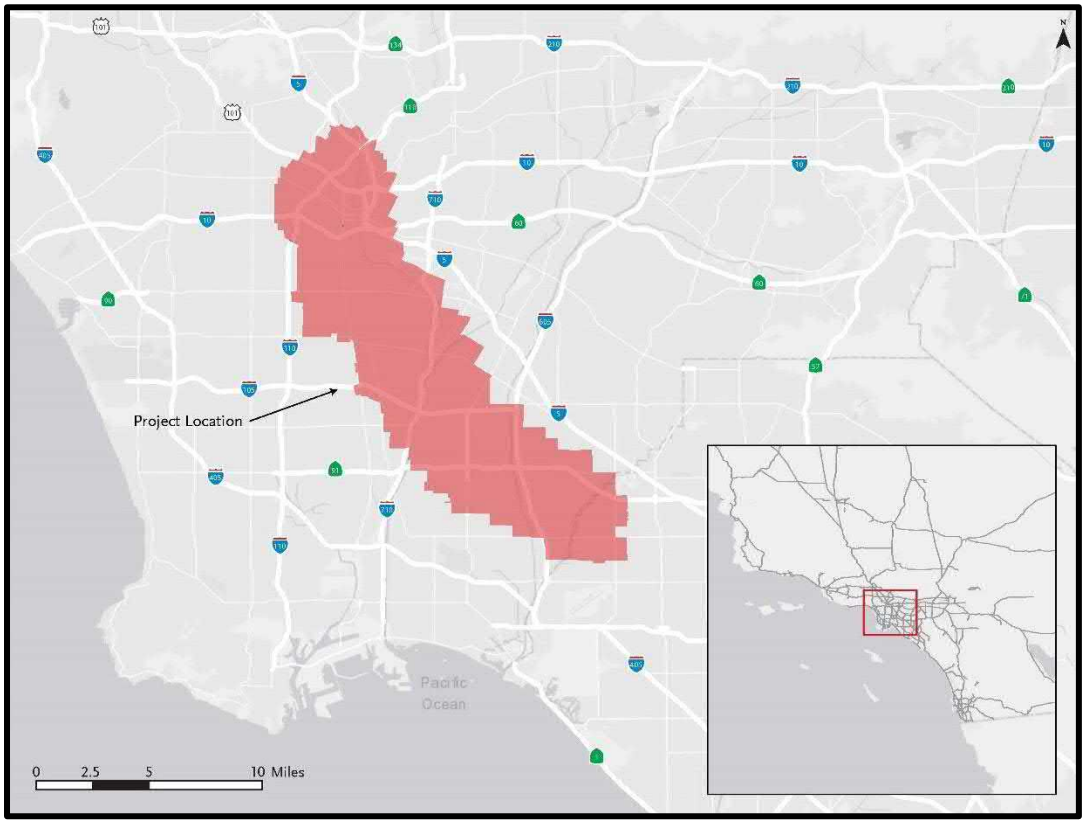
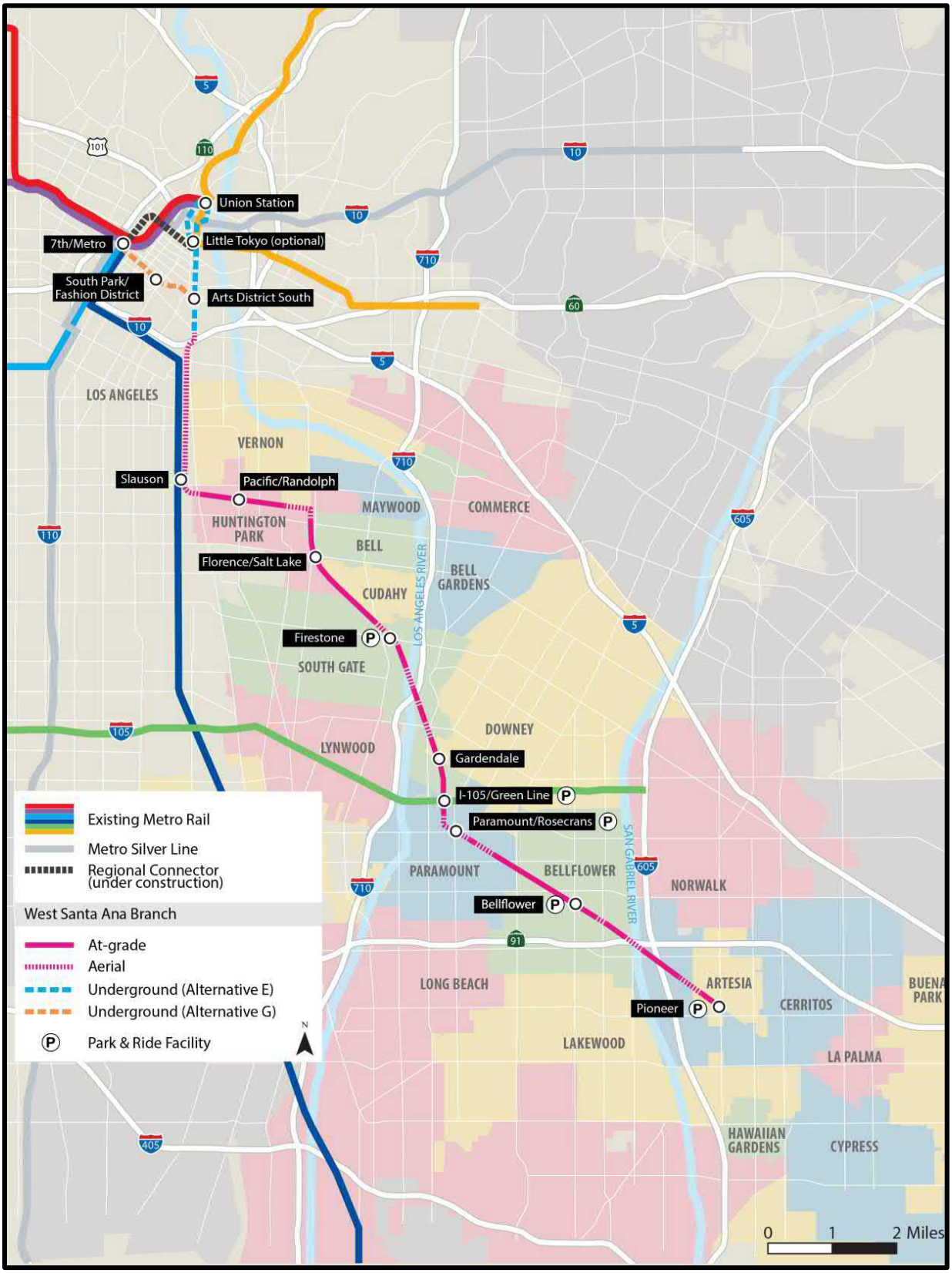


Figure 2. Project Study Area Map



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 18, 2019

City of Los Angeles
Office of Historic Resources
Department of City Planning
200 N. Spring Street, Room 559
Los Angeles, CA 90012

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

To Whom It May Concern:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

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Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

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Project Description

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The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the subsequent project phase, which may enable Metro to deliver the project in one phase with an estimated opening date of 2028.

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Sincerely,

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Project Manager
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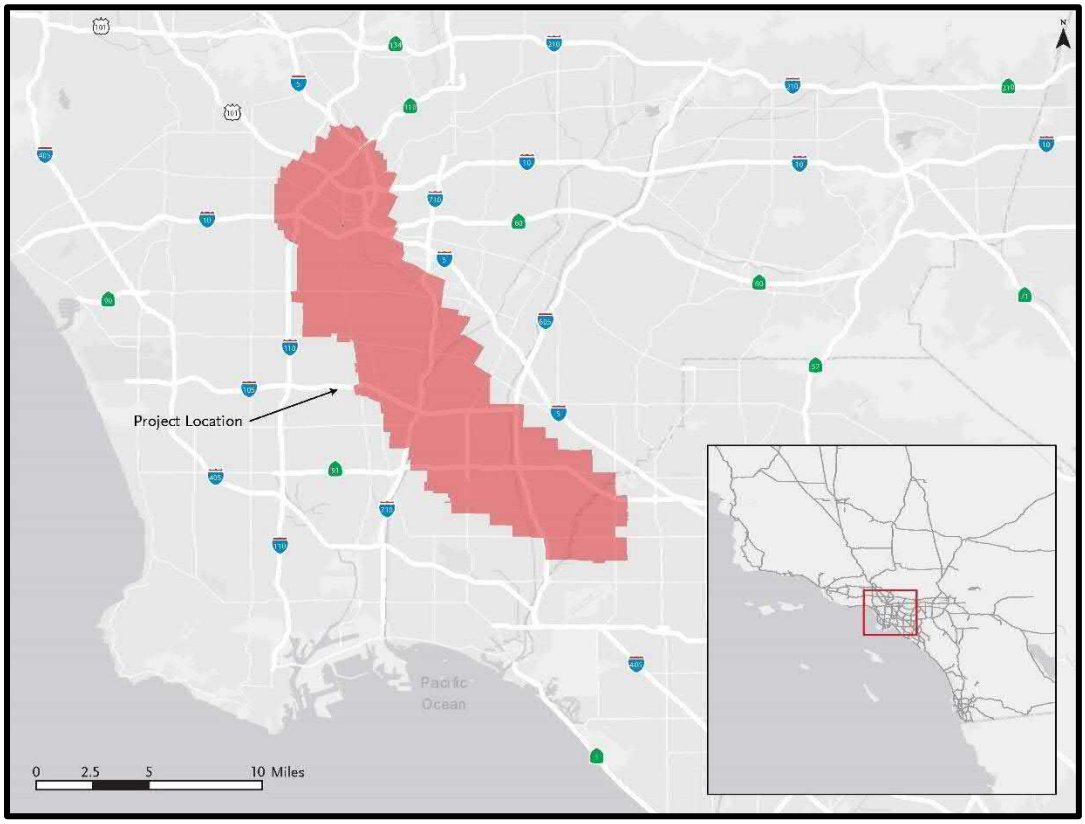
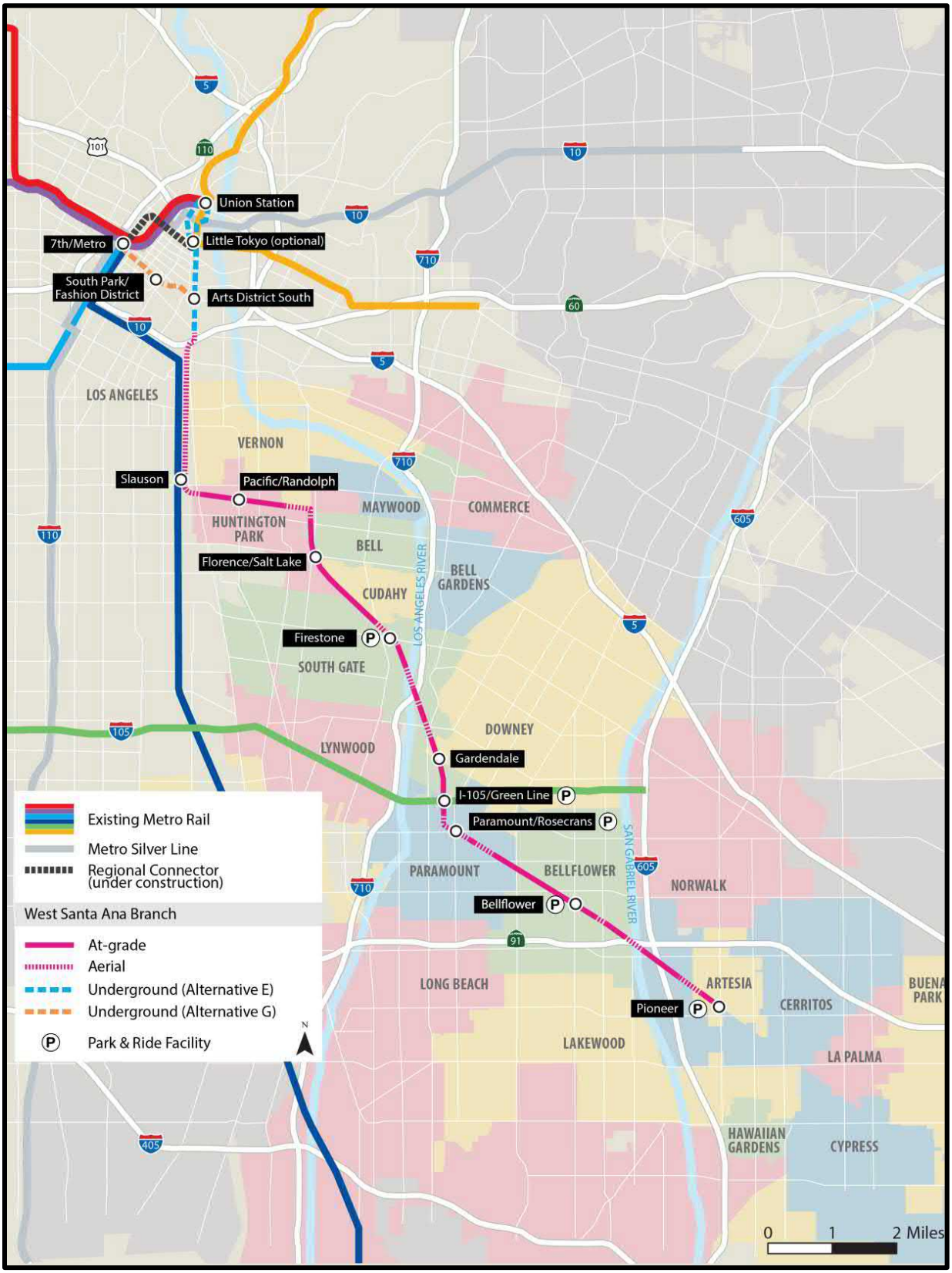


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Los Angeles, CA 90012-2952

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March 18, 2019

John Moreno
City Manager
City of Paramount
16400 Colorado Avenue
Paramount, CA 90723

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Moreno:

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Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
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Email: KhannaM@metro.net

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Meghna Khanna

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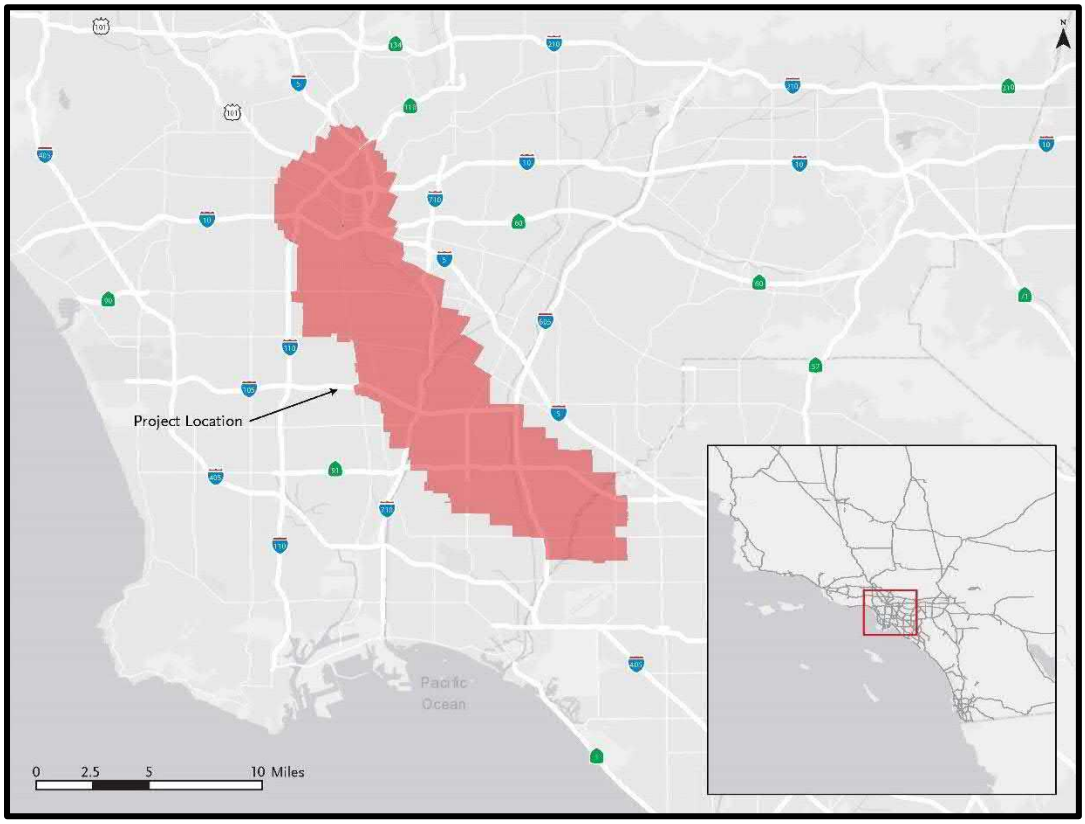
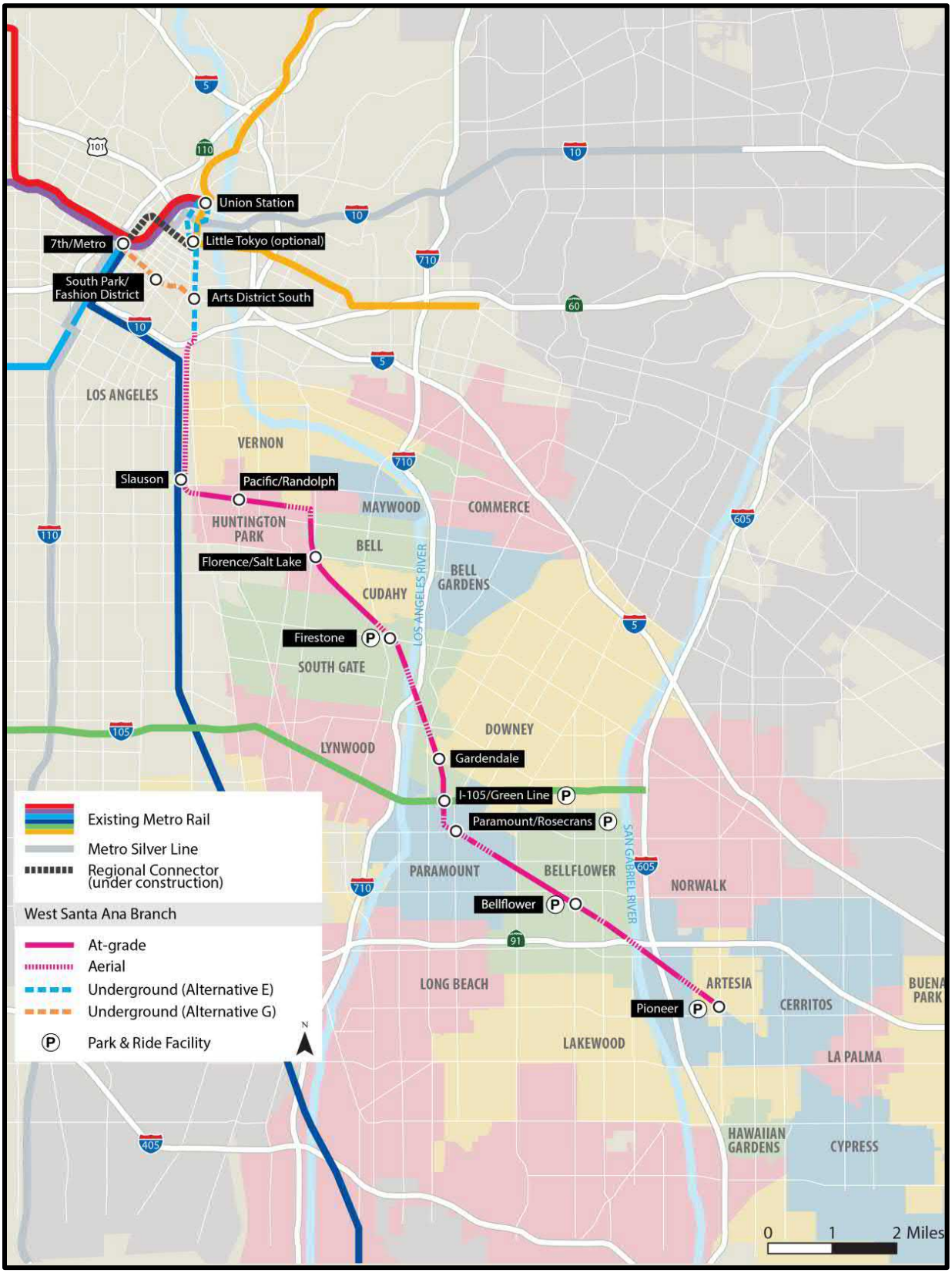


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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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March 18, 2019

Alvie Betancourt
Senior Planner
City of South Gate
8650 California Avenue
South Gate, CA 90280

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Betancourt:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

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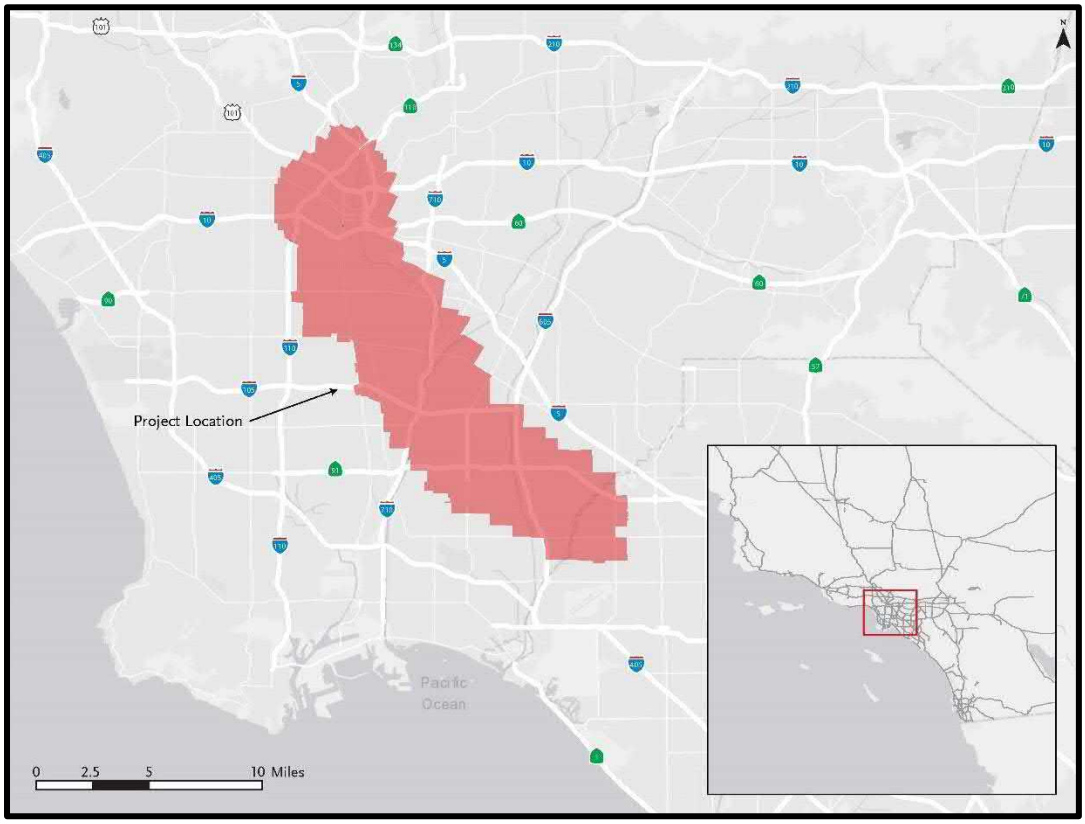
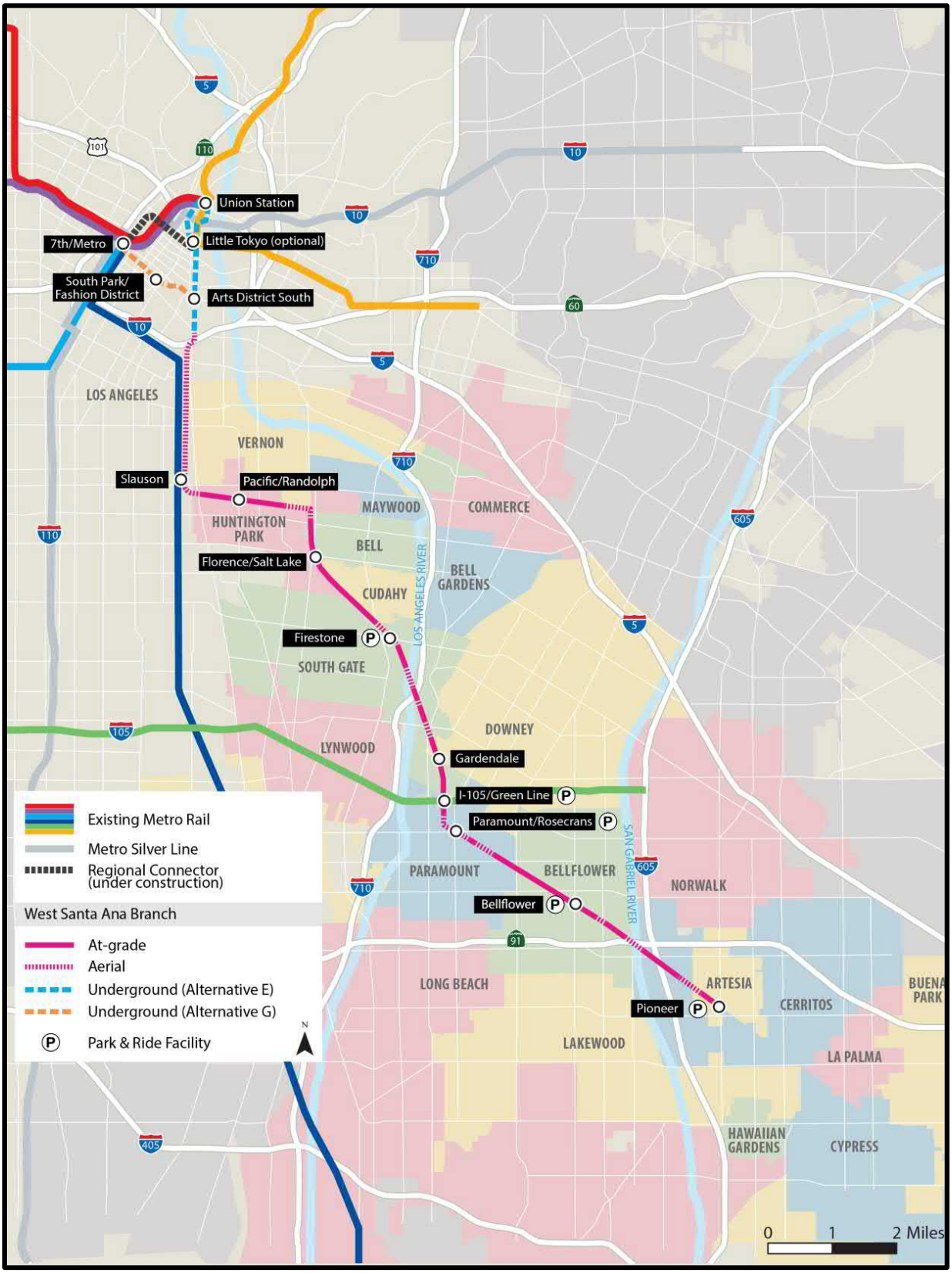


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Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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March 18, 2019

Carlos Fandino
City Administrator
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Fandino:

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
Los Angeles, California 90012
Email: KhannaM@metro.net

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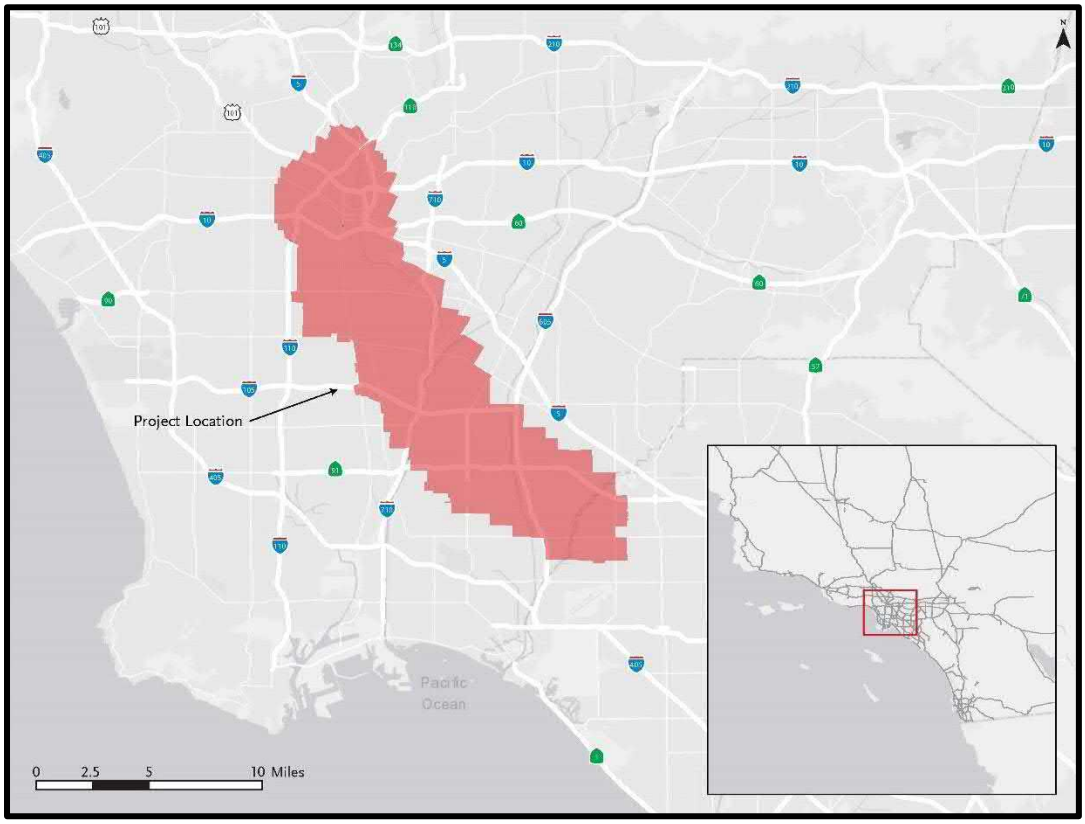
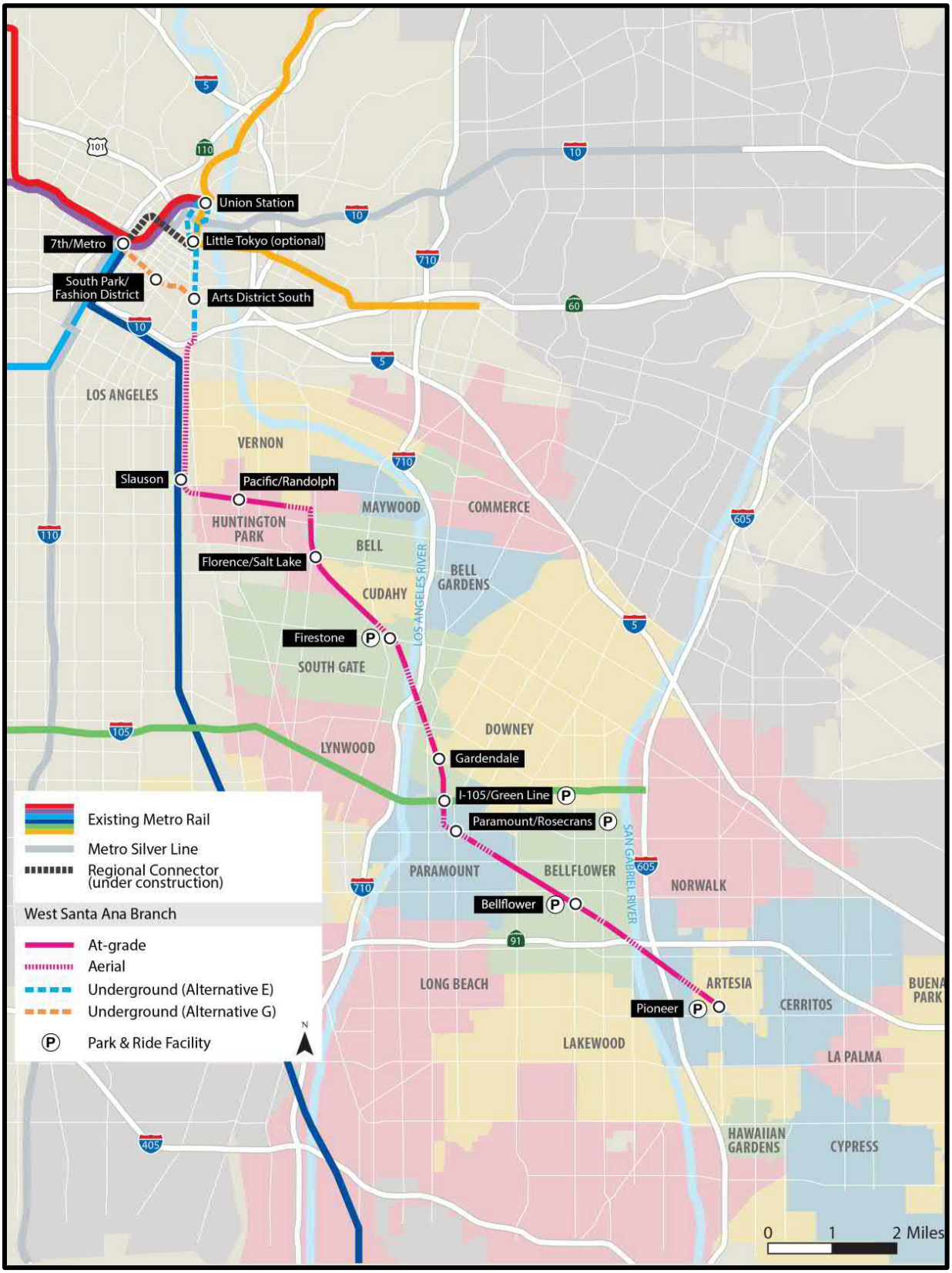


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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

March 18, 2019

Los Angeles City Historical Society
P.O. Box 862311
Los Angeles, CA 90086-2311

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

To Whom It May Concern:

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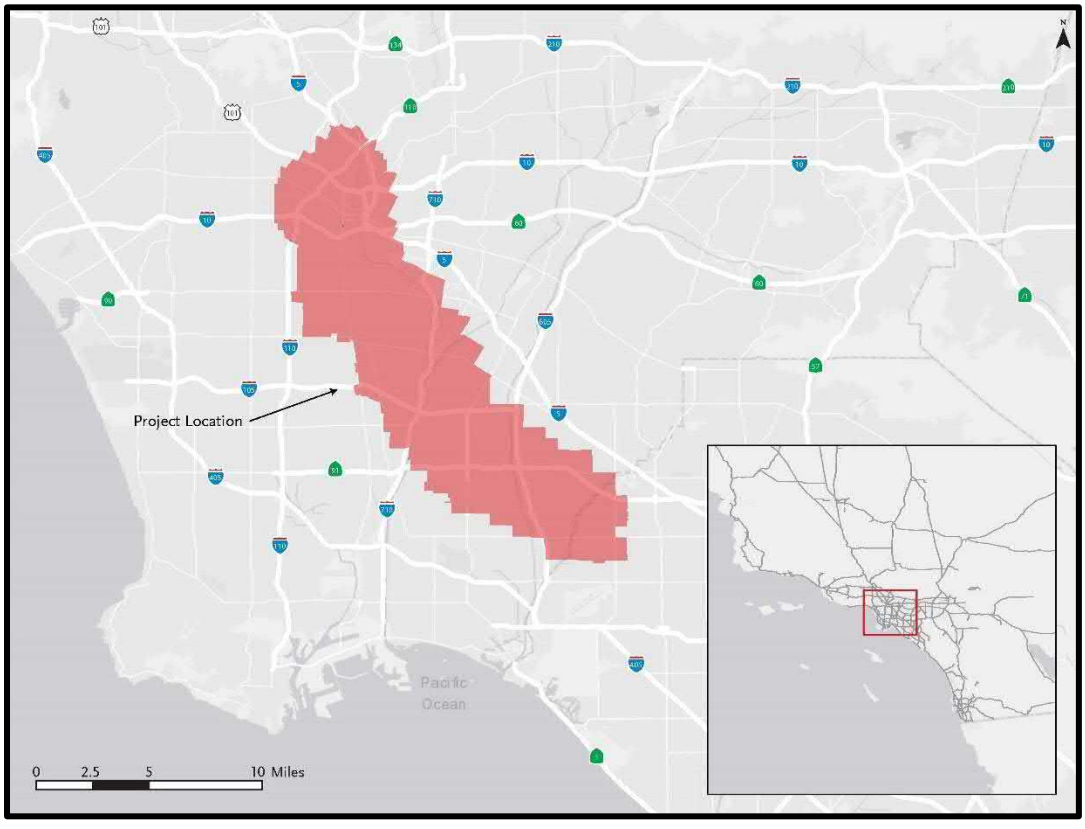
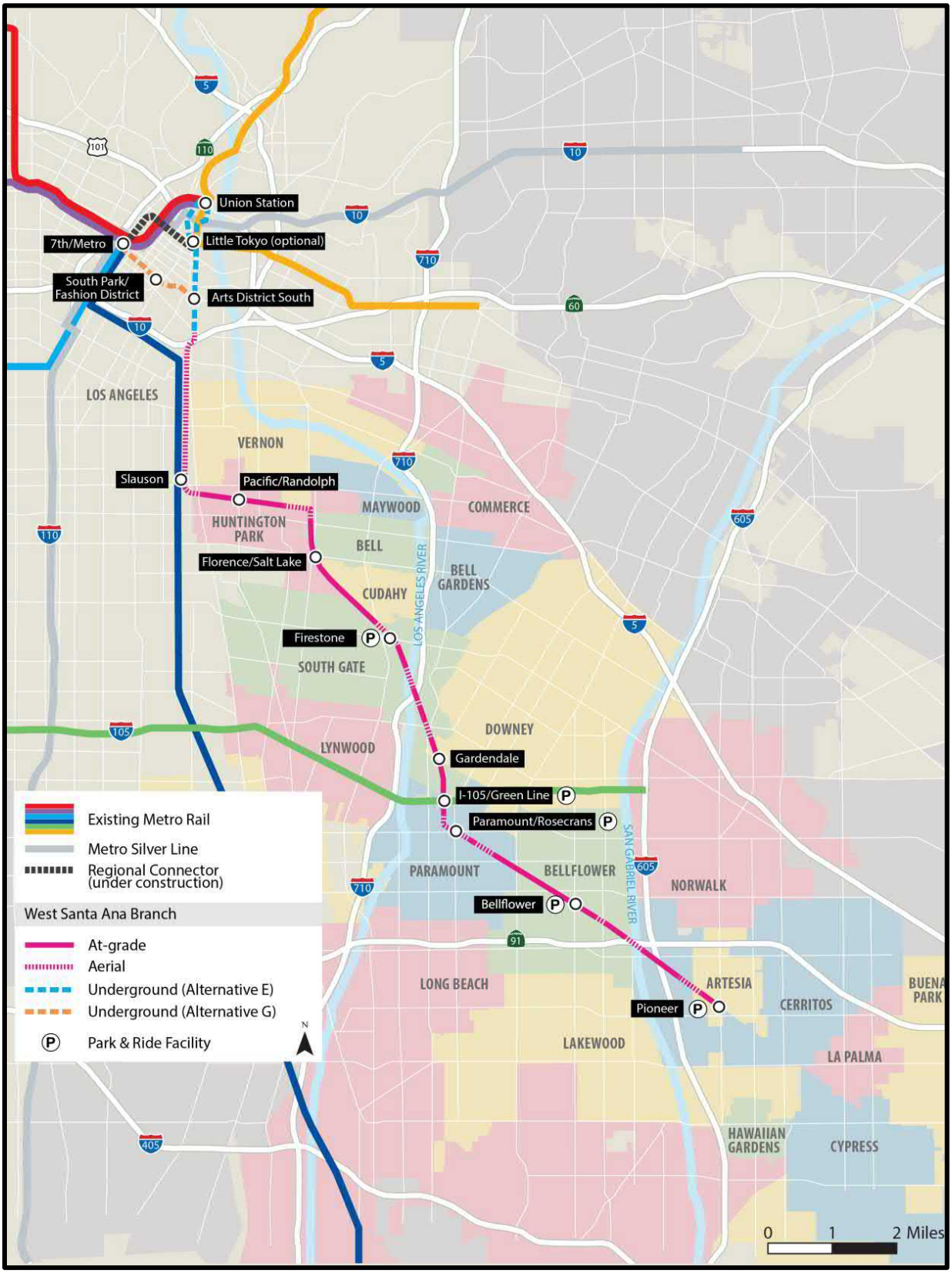


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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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March 18, 2019

Los Angeles Railroad Heritage Foundation
825 Colorado Boulevard, Suite 242
Los Angeles, CA 90041

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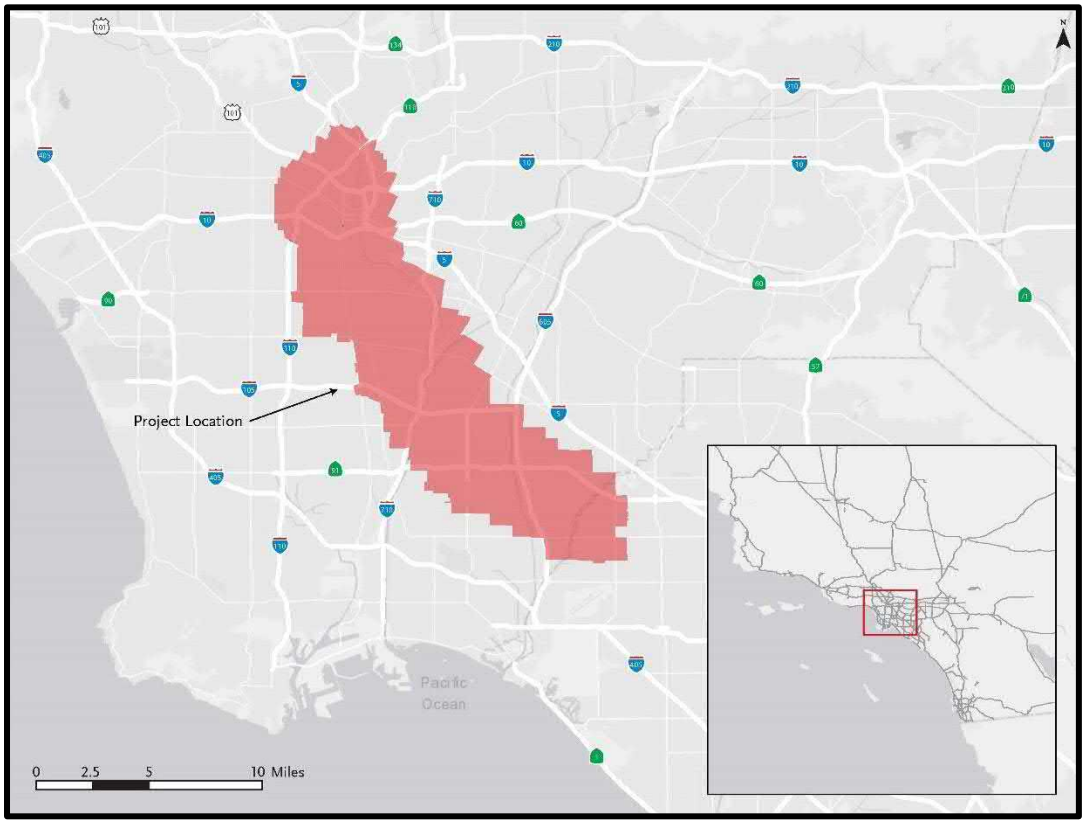
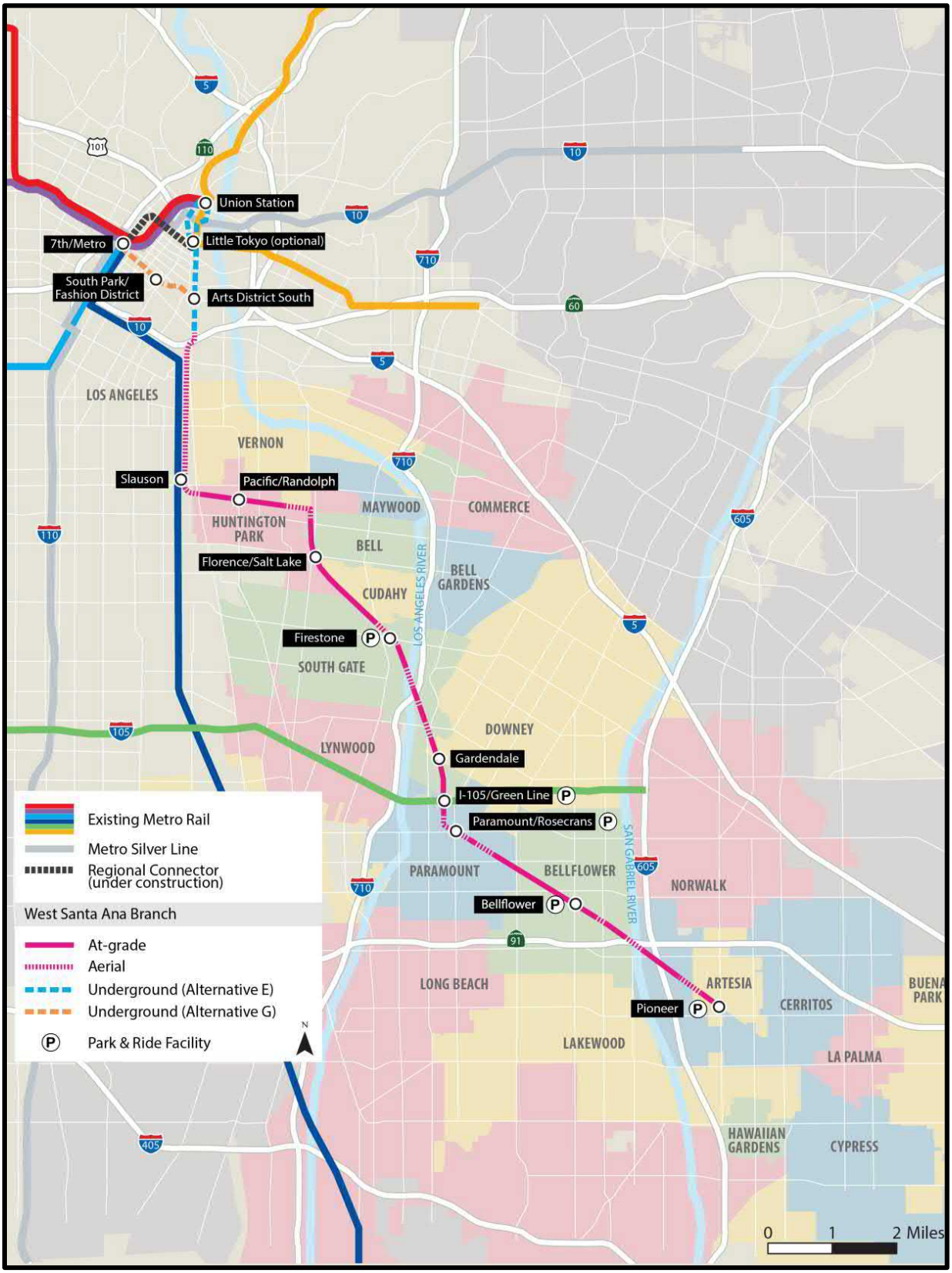


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March 18, 2019

Adrian Scott Fine
Director of Advocacy
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA 90014

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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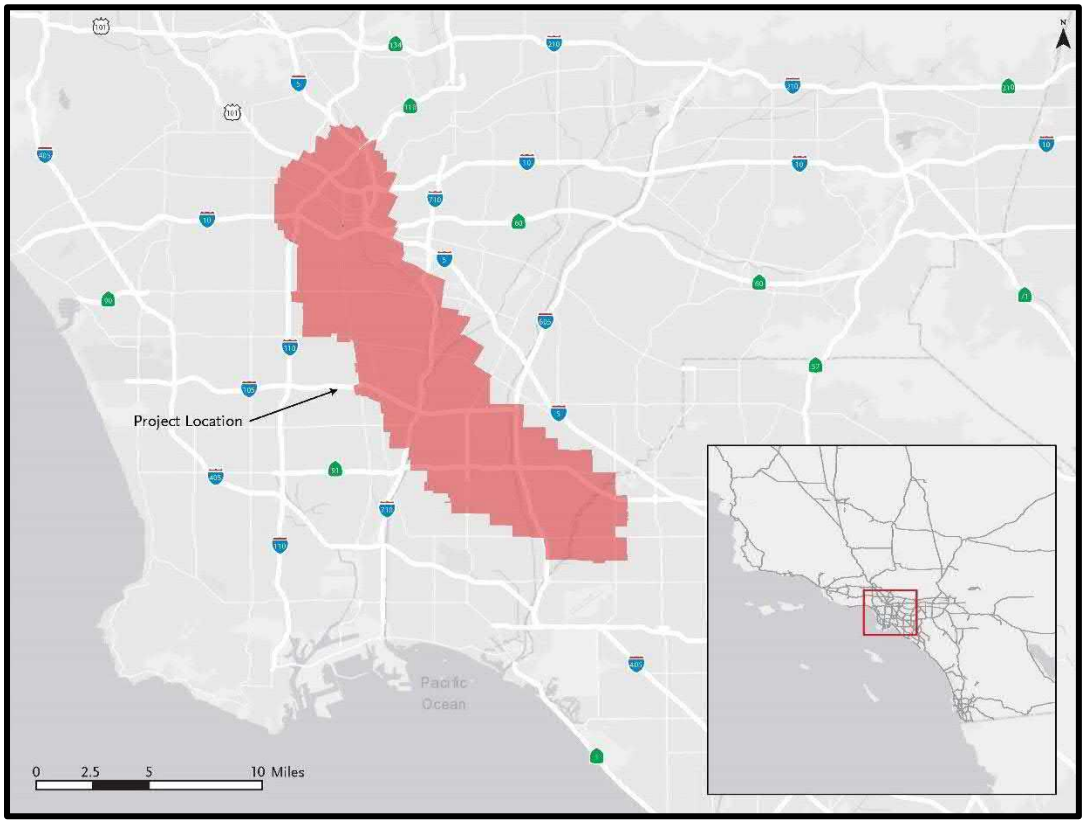
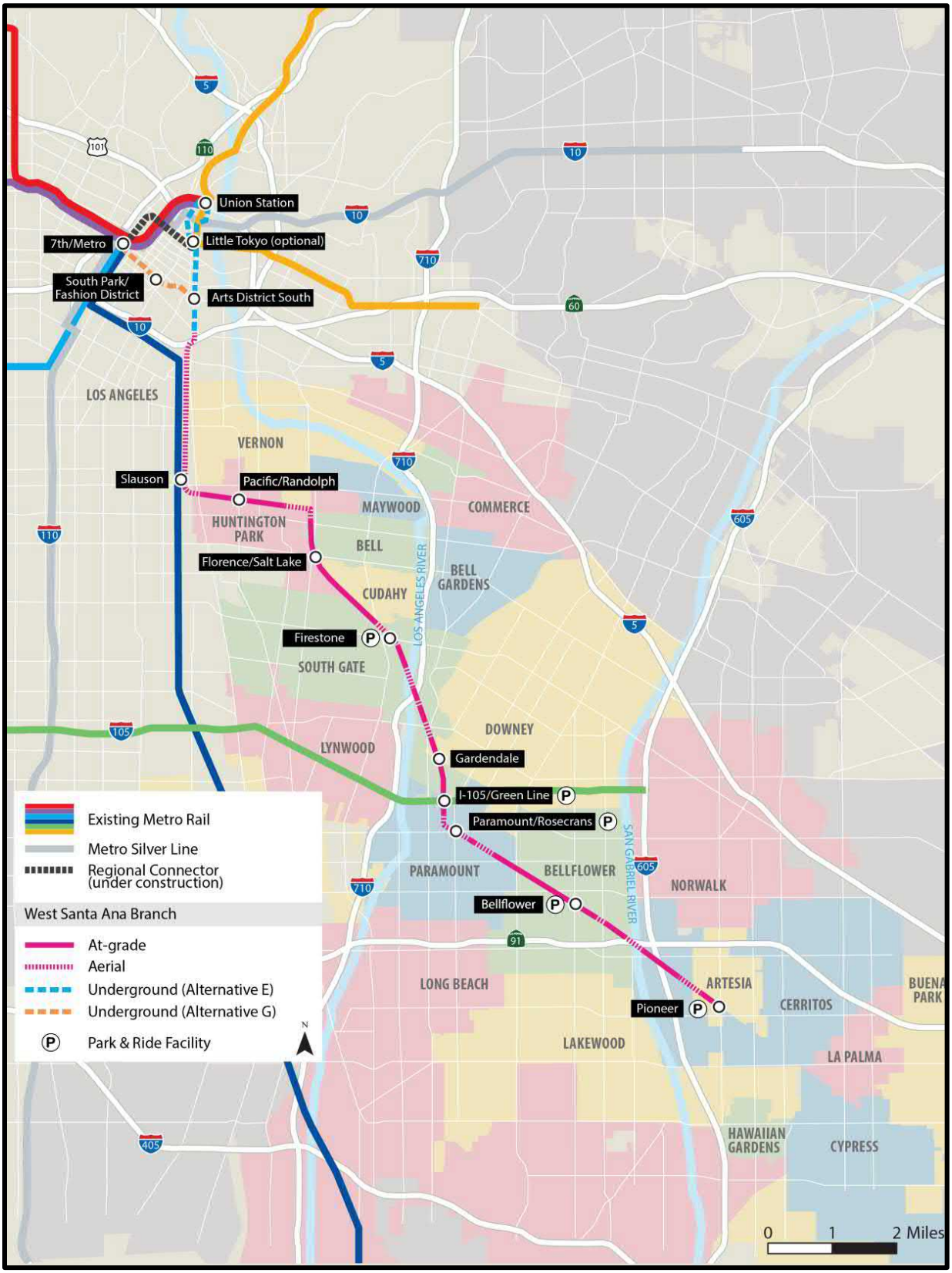


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March 18, 2019

Dean Edwards
Los Angeles County Department of Regional Planning
Historic Preservation Program
320 West Temple Street
Los Angeles, CA 90012

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The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the subsequent project phase, which may enable Metro to deliver the project in one phase with an estimated opening date of 2028.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of Los Angeles County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.4 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th Street/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.4 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station.

The proposed Project Area of Potential Effects (APE) is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes areas that may be subject to direct or indirect effects that may result from construction or implementation of the Project. The project APE encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The architectural APE encompasses the surrounding built environment resources that may be indirectly affected by noise, vibration and visual effects.

A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and their potential to affect historic resources within the project area. Your opinions are essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
Los Angeles, California 90012
Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
2. Project Study Area Map

cc:
Ivan Gonzalez
Laura Cornejo

Figure 1. Project Location/Vicinity Map

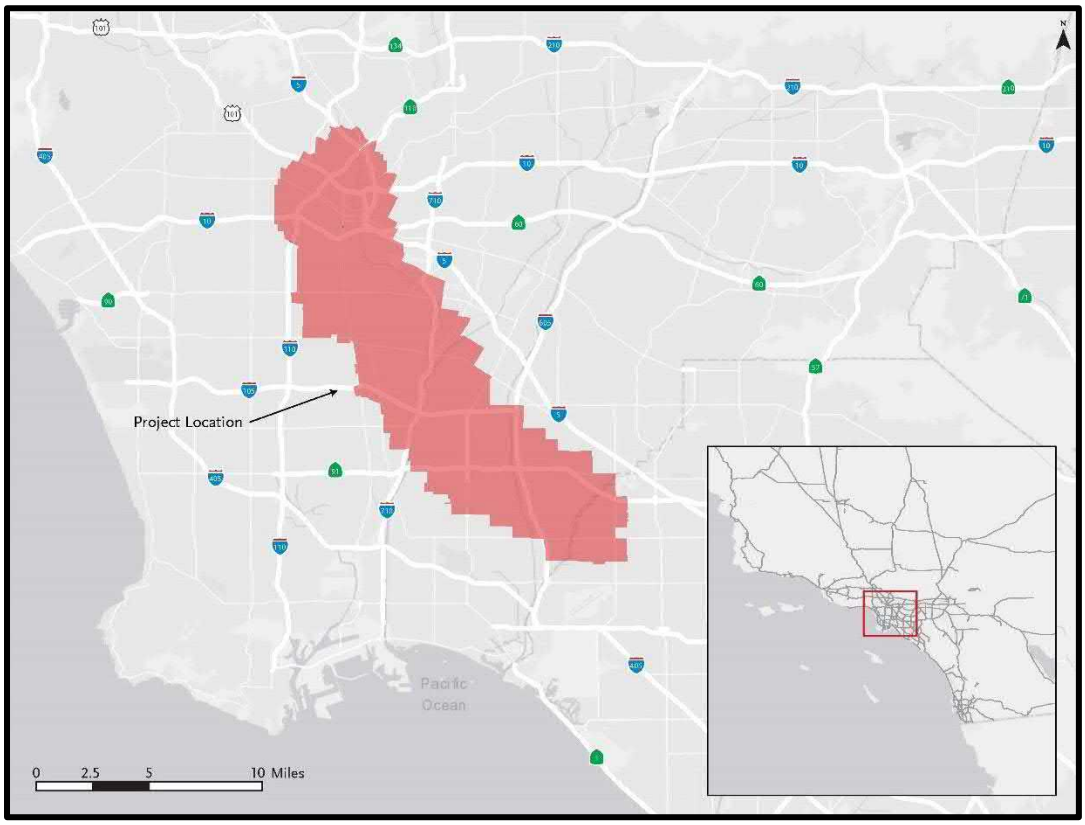
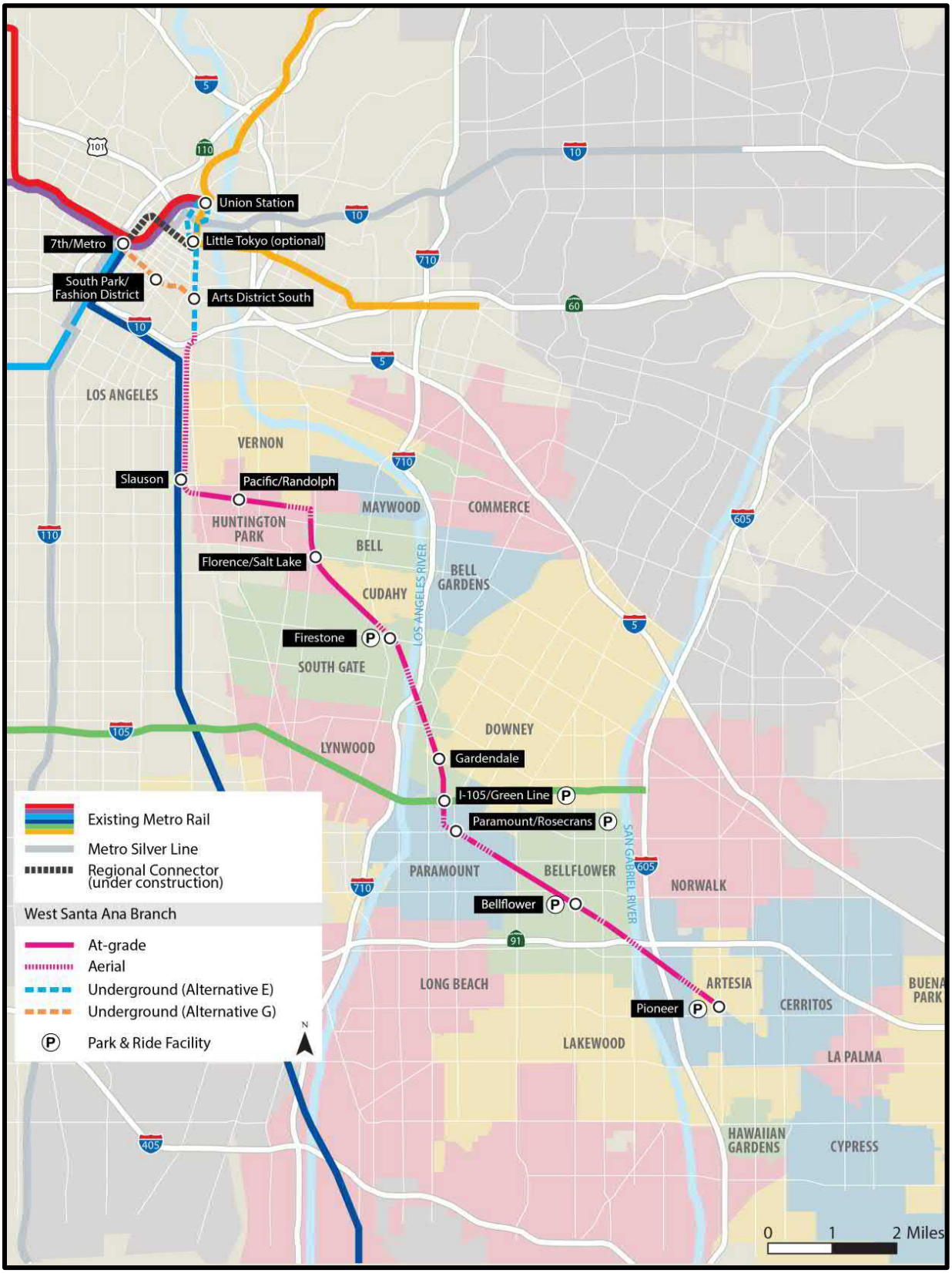


Figure 2. Project Study Area Map



Appendix C-Section 8: Section 106 Local Interested Party Consultation-Follow-up Conducted Between May and June 2019

Shannon Carmack

From: Shannon Carmack
Sent: Monday, May 13, 2019 2:21 PM
To: 'fgraham@cityofartesia.us'
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: City of Artesia_MK.pdf

Good afternoon,

Attached please find a copy of the letter that was sent 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

Rincon Consultants, Inc.
DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
www.rinconconsultants.com
Environmental Scientists Planners Engineers
Ranked 2018 "Hot Firm List" – *Zweig Group*

Shannon Carmack

From: Shannon Carmack
Sent: Thursday, May 16, 2019 12:02 PM
To: 'artesiahistoricalsociety@yahoo.com'
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: Artesia Historical Society.pdf

Good morning,

Attached please find a copy of the letter that was sent to the Artesia Historical Society on 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

Rincon Consultants, Inc.
DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
www.rinconconsultants.com
Environmental Scientists Planners Engineers
Ranked 2018 "Hot Firm List" – *Zweig Group*

Shannon Carmack

From: Microsoft Outlook
To: 'artesiahistoricalsociety@yahoo.com'
Sent: Thursday, May 16, 2019 12:02 PM
Subject: Undeliverable: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Office 365

Your message to artesiahistoricalsociety@yahoo.com couldn't be delivered.

When Office 365 tried to send your message, the receiving email server outside Office 365 reported an error.

scarmack	**Office 365**	**artesiahistoricalsoc. . .**
Sender		**Action Required**
		Policy violation or system error

How to Fix It

Check the "Reported Error" from the "Error Details" section shown below for more information about the problem. The error might tell you what went wrong and how to fix it. For example, if the error states that the message was blocked due to a potential virus or because the message was too large, try sending the message again without attachments.

If you're not able to fix the problem, it's likely that only the recipient's email admin can fix it. Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin about the problem. Give them the "Reported Error" from the "Error Details" section below.

Was this helpful? Send feedback to Microsoft.

More Info for Email Admins

Status code: 550 5.0.350

The error reported by the receiving server wasn't specific enough to determine the exact nature of the problem. These errors often indicate the message violates a security or policy setting configured on the recipient's email servers.

If the sender is unable to fix the problem by modifying their message, then it's likely a problem that only the recipient's email admin can fix. Try the following:

Check the error for information about the problem - The "Reported Error" returned by the external email server can be found in the "Error Details" section below. This error might tell you what went wrong and provide clues for how to fix it. For example, if the error states the message was rejected due a Sender Policy Framework (SPF) issue, then you'll have to work with your domain registrar to correctly configure your domain's SPF records.

Check the error for information about where the problem is happening - For example, look for a domain name like contoso.com. A domain name in the error might suggest who is responsible for the error. It could be the recipient's email server, or it could be a third-party service that your organization or the recipient's organization is using to process or filter email messages.

If you can't fix the problem, contact the responsible party's email admin - Give them the error code and error message from this non-delivery report (NDR) to help them troubleshoot the issue. For security or policy violation issues, it might be sufficient for them to just add your sending IP addresses or domain to their allowed senders list.

It's likely that only the recipient's email admin can fix the problem. Unfortunately, it's unlikely Office 365 Support will be able to help with these kinds of externally reported errors.

Original Message Details

Created Date:	5/16/2019 7:01:43 PM
Sender Address:	scarmack@rinconconsultants.com
Recipient Address:	artesiahistoricalsociety@yahoo.com
Subject:	Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Error Details

Reported error:	*550 5.0.350 Remote server returned an error -> 554 delivery error: dd Sorry, your message to artesiahistoricalsociety@yahoo.com cannot be delivered. This mailbox is disabled (554.30). - mta4095.mail.bf1.yahoo.com*
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Remote server:	mta4095.mail.bf1.yahoo.com

Message Hops

HOP	TIME (UTC)	FROM	TO	WITH

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2	5/16/2019 7:01:43 PM	BYAPR12MB2773.namprd12.prod.outlook.com	BYAPR12MB3510.namprd12.prod.outlook.com	Microsoft SMTP Server cipher=TLS_ECDHE_RS

Original Message Headers

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 ([fe80::d90e:4625:cac2:a647%4]) with mapi id 15.20.1900.010; Thu, 16 May 2019
 19:01:43 +0000
From: Shannon Carmack <scarmack@rinconconsultants.com>
To: "'artesiahistoricalsociety@yahoo.com'"
        <artesiahistoricalsociety@yahoo.com>
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor
 Project, Los Angeles County, California
Thread-Topic: Historic Consultation for the West Santa Ana Branch Transit
 Corridor Project, Los Angeles County, California
Thread-Index: AdUMGcDKQmMZmBSFRLuuwXeVXO/qZg==
Date: Thu, 16 May 2019 19:01:43 +0000
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Accept-Language: en-US
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Shannon Carmack

From: Shannon Carmack
Sent: Thursday, May 16, 2019 12:07 PM
To: 'afine@laconservancy.org'
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: Los Angeles Conservancy.pdf

Hi Adrian,

I wanted to follow up from the voicemail I sent earlier today. Attached please find a copy of the letter that was sent to the LA Conservancy on 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

Rincon Consultants, Inc.
DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
www.rinconconsultants.com
Environmental Scientists Planners Engineers
Ranked 2018 "Hot Firm List" – *Zweig Group*

Shannon Carmack

From: Shannon Carmack
Sent: Thursday, May 16, 2019 8:56 AM
To: 'info@lacityhistory.org'
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: Los Angeles City Historical Society.pdf

Good morning,

Attached please find a copy of the letter that was sent to the Los Angeles Historical Society on 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

Rincon Consultants, Inc.
DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
www.rinconconsultants.com
Environmental Scientists Planners Engineers
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Shannon Carmack

From: Shannon Carmack
Sent: Thursday, May 16, 2019 12:12 PM
To: 'info@larhf.org'
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: Los Angeles City Railroad Heritage Foundation.pdf

Good Afternoon,

I wanted to follow up from the voicemail I sent earlier today. Attached please find a copy of the letter that was sent to the Los Angeles Railroad Heritage Foundation on 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

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DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
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Environmental Scientists Planners Engineers
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Shannon Carmack

From: Shannon Carmack
Sent: Thursday, May 16, 2019 12:15 PM
To: 'abetancourt@sogate.org'
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: City of South Gate.pdf

Good Afternoon Mr. Betancourt,

I wanted to follow up from the voicemail I sent earlier today. Attached please find a copy of the letter that was sent to the City of South Gate on 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

Rincon Consultants, Inc.
DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
www.rinconconsultants.com
Environmental Scientists Planners Engineers
Ranked 2018 "Hot Firm List" – *Zweig Group*

Shannon Carmack

From: Janet Hansen <janet.hansen@lacity.org>
Sent: Monday, May 20, 2019 12:42 PM
To: Shannon Carmack
Cc: Sara Delgadillo Cruz
Subject: Link to Complete HistoricPlacesLA

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

Shannon I forgot to send you this [redacted]
It is a test site now with all SurveyLA data but should go live soon. Sara in our office can walk you through the process of mapping a project area/APE so you can see what resources are within the boundaries. I have copied her on this email so feel free to contact her directly.

--
Janet Hansen
Deputy Manager, Office of Historic Resources
Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012
(213) 847-3651
www.SurveyLA.org
www.HistoricPlacesLA.org

Appendix C-Section 9: Section 106 Local Interested Party Consultation-Responses Received by Metro

CITY OF CERRITOS℠

CIVIC CENTER · 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 · CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 · WWW.CERRITOS.US

Cerritos All-America City 2008

April 24, 2019

LA County Metropolitan Transportation Authority
Attention: Ms. Meghna Khanna
Project Manager
One Gateway Plaza
Mail Stop: 99-22-1
Los Angeles, CA 90012-2952

SUBJECT: **Historical Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California**

Dear Ms. Khanna,

Thank you for your letter to the City of Cerritos dated March 18, 2019 regarding the identification of historic and cultural sites within the West Santa Ana Branch Transit Corridor project area in the City of Cerritos. After a thorough review of the project area, City staff has identified various historic and cultural sites within the project area, dating back to the incorporation of the City in 1956, and as such, would like to bring these sites to Metro's attention for consideration.

Historically, the City of Cerritos originated as an agricultural community emerging with more than four hundred (400) dairy farms throughout the City when it was incorporated in 1956. At that time, the cow population outnumbered residents twenty-nine (29) to one (1); therefore, it was only appropriate that the name Dairy Valley was chosen for the City. By the early 1960's, however, the City began to experience significant change due to increasing land value and property taxes which made dairy operations difficult and less profitable. In an effort to adapt to this change, the built environment of the City transitioned from farmland to more traditional residential and commercial development. With this surge in development, the small and farm-like community that was once known as Dairy Valley transformed into the current community which is recognized today as the City of Cerritos. While the City's current built environment reflects a more developed community, the City and its residents take great pride in its dairy roots and history, as can be reflected with historical remnants such as the City's fixed-route transit system, the Cerritos On Wheels (COW).

With the understanding of the City's historic agricultural roots, City staff reviewed various sites within the West Santa Ana Branch project area to identify potential properties that reflect the long-standing historic and cultural importance of the Cerritos community. It is staff's understanding that in order for a site, property, or landmark to warrant the consideration of historical authenticity and cultural significance, the site must reflect the City's rich history and agricultural heritage. In light of this understanding, City staff has

identified six (6) potential historic and cultural properties within the West Santa Ana Branch project area in the City of Cerritos. The properties identified are as follows:

I. B & B Stables
Project Address: 10730 Artesia Blvd. / APN 7034-018-010

Established prior to the City's incorporation in 1956, the 1.45-acre B & B Stables site continues to serve the local community by providing equestrian boarding and programs including horse stables, therapeutic animal programs/services, riding academies, and boarding of horses. Two (2) sites within the City remain zoned Agricultural, and B & B Stables is one of the last remaining Agricultural-zoned locations the City continues to value and preserve. For over sixty (60) years, the stables have provided, and continue to provide, valuable equestrian services to the community residents such as therapeutic animal programs. The preservation of this agricultural use harkens back to the City's historical roots and offers an invaluable opportunity for the public to experience a unique equestrian environment amidst a built-out community. As a preserved agricultural site within the City, City staff would like to recommend a thorough review of the B & B Stables site, inclusive of impacts to the animals on-site, to ensure the integrity of the site is protected for community members to continue to enjoy.

II. Navens Horse Stable
Project Address: Edison Easement /10755 ½ Artesia Blvd. / APN 7034-001-803

Since 1966, the Naven Stables property has provided cultural resources to the community and region by providing for the stabling of horses at the subject property. The subject property is zoned as an Open Space Overlay in which horse stables, riding academies, and boarding of horses are permitted through a conditional use permit. Due to the few agricultural resources in the Cerritos community, and in light of the limited land resources, a conditional use permit was granted to the property in 1994 to reestablish and further preserve the stabling of horses on site, as has been done since the City's incorporation. To this day, the property remains exactly as it was fifty-three (53) years ago, a representation and reminder of what Dairy Valley once was. As such, City staff recommends an in-depth analysis of the subject property to ensure no impacts to the subject site and animals are experienced as a result of the construction and/or operation of the West Santa Ana Branch Transit Corridor.

III. Valley Christian High School & Junior High
Project Address: 10818 Artesia Blvd./ APN 7034-017-035

Established in 1974 in the City of Cerritos, the Valley Christian Schools educational institution is one of the first private educational establishments to locate within the City of Cerritos. Building permits for the school's buildings date back to 1957 issued under Dairy Valley, when the school was originally Bellflower Christian High School. The school currently serves 1,300 students locally and regionally providing educational services from preschool to high school, and has become an institutional and regional landmark for the Cerritos community. The City prides itself in preserving this long-standing educational institution as Valley Christian Schools is instrumental in the nurturing and development of the future generation. City staff would like to emphasize the sensitive nature of this landmark in light of the young

population served by the school, and to ensure that this educational institution is not impacted by the West Santa Ana Branch Transit Corridor Project.

IV. Artesia Cemetery

Project Address: 11142 Artesia Blvd. / APN 7034-016-900, 7034-016-901, 7034-016-902

The Artesia Cemetery was established in 1928 and serves the residents of Cerritos and other neighboring cities such as Artesia, Norwalk, Hawaiian Gardens, and portions of Lakewood and Long Beach. When the City was incorporated, the subject property was zoned Open Space, allowing for a cemetery use through a conditional use permit. The first building permits issued and recorded for this site date back to 1953 for the renovation and construction of several office buildings for cemetery personnel including a workshop and garage to facilitate cemetery operations. With its long standing history and services that extend beyond the boundary of the City of Cerritos, the Artesia Cemetery proves to be a historic cultural resource for the region. With the introduction of the West Santa Ana Branch Transit Corridor, City staff respectfully requests that Metro reduce all impacts to the Cerritos portion of the corridor, in efforts to preserve and respect the sanctity of this sensitive use.

V. Rosewood Park

Project Address: 17715 Eric Ave. / APN 7034-016-902

Located just south of the Artesia Cemetery, Rosewood Park was designated as one of the City's first neighborhood parks, an important community landmark to the City. This park is the fruition of a public-private partnership, whereby the City maintains and operates the neighborhood park on leased land from the Artesia Cemetery. The City's community culture is marked by a strong support of urban forestry, parks and open spaces, as evidently reflected by being named "Tree City USA" for the twenty-first (21st) year in a row and the City's commitment to a robust Parks and Recreation Division. Rosewood Park serves as a cultural park landmark to the local community and neighboring commercial and residential areas, and remains a space that the City seeks to preserve to continue to uphold the park-like atmosphere and value of the community members. As such, City staff would like to emphasize the importance of the reduction of impacts to Rosewood Park and its patrons, as a result of the West Santa Ana Branch Corridor Project.

VI. LA County Fire Department Station #30

Project Address: 19030 Pioneer Blvd. / APN 7054-001-904

Constructed in 1985, LA County Fire Department Station #30 is located within a half-mile radius of the proposed West Santa Ana Branch Transit Corridor terminus station. The City-owned fire station is one of two iconic fire station landmarks within the Cerritos community, providing a necessary public service to both the Cerritos community and neighboring cities. In contrast with the ever-growing new development within the City, the fire station has maintained its original historic-style façade, recognizing the contribution it brings to the community. Thus, the fire station is regarded by the community as a longstanding landmark, and a vital public service. City staff recommends careful consideration by Metro staff to protect, preserve and support the LA County Fire Department Station #30 and its services.

The City of Cerritos takes great pride in the preservation and protection of the City's historic and cultural sites which provide a representation of the longstanding agricultural and public service history and culture of the community. The aforementioned six (6) sites are locations which have been identified as sites to be incorporated in Metro's Environmental review, as the sites reflect the historical origins and cultural hallmarks of the community. City staff strongly urges Metro to carefully review potential impacts of the West Santa Ana Branch Transit Corridor project at the aforementioned locations, and provide mitigation measures to reduce any and all impacts to a level of insignificance and preserve the sensitive land uses.

City staff would like to thank Metro in advance for your consideration and time in review of historic and cultural landmarks and sites within the City of Cerritos. City staff appreciates the opportunity to contribute to the refinement of the West Sana Ana Branch Transit Corridor Project for the purpose of reducing impacts to the community and be able to provide assistance to Metro in this endeavor. Should you have any additional questions, please do not hesitate to reach out to me at (562) 916-1201.

Sincerely,

Sabrina Fung
Management Analyst
City of Cerritos

cc Art Gallucci, City Manager
Torrey Contreras, Senior Assistant City Manager
Kristin Aguila, Advance Planning Manager
Robert A. Lopez, Current Planning Manager

Shannon Carmack

From: Fiona Graham <FGraham@cityofartesia.us>
Sent: Tuesday, June 25, 2019 2:22 PM
To: Shannon Carmack
Subject: RE: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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Hi Shannon,

I am not aware of anything within the corridor.
The most important site with regard to cultural resources in the City is the Artesia Museum site at 18648-18698 Alburtis Ave and the old fire station at 18641 Corby Ave.
These two parcels comprise the Artesia Historical District. They are directly across the road from the WSAB right of way.

If you need any additional information, please let me know.

Thank you.
Warm regards,
Fiona

From: Shannon Carmack [mailto:scarmack@rinconconsultants.com]
Sent: Monday, June 24, 2019 1:56 PM
To: Fiona Graham <FGraham@cityofartesia.us>
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Good afternoon,

I wanted to follow up from my previous email to see if the City of Artesia wants to provide any information related to cultural resources that may exist within or near the project site. Please let me know if you have any information or if you have any questions.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

Rincon Consultants, Inc.
DIRECT 213 788 4842 EXT 102 MOBILE 562 676 5485
www.rinconconsultants.com
Environmental Scientists Planners Engineers
Ranked 2018 "Hot Firm List" – *Zweig Group*

From: Shannon Carmack
Sent: Monday, May 13, 2019 2:21 PM
To: 'fgraham@cityofartesia.us'
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Good afternoon,

Attached please find a copy of the letter that was sent 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

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Shannon Carmack

From: Carlos Luis <CLuis@hpca.gov>
Sent: Tuesday, June 25, 2019 12:35 PM
To: KhannaM@metro.net
Cc: Debra Martinez; Susana Martinez; Gabriel Diaz; Shannon Carmack
Subject: RE: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California
Attachments: City of Huntington Park - HRD Log.pdf

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Hi Meghna,

Attached you will find a PDF copy of a list of locally designated properties that are considered a historic resource in Huntington Park. In addition, the list also contains properties that are recognized, but not formally designated. Those properties are identified with a designation type of "Certificate of Recognition."

It is also worth mentioning that the City of Huntington Park is located within an area that is historically known to have once been Native American Tribal territory. I anticipate this project learning more about tribal territories during the noticing period as required by AB 52.

If you have any questions, please feel free to contact me. Thank you.

Carlos Luis | Senior Planner |
City of Huntington Park | Community Development Department
6550 Miles Avenue | Huntington Park, CA 90255
(323) 584-6250 Office | (323) 584-6244 Fax
cluis@hpca.gov
www.hpca.gov

From: Shannon Carmack <scarmack@rinconconsultants.com>
Sent: Monday, June 24, 2019 2:21 PM
To: Carlos Luis <CLuis@hpca.gov>
Cc: Planning <Planning@hpca.gov>
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Good afternoon Mr. Luis

Attached please find a copy of the letter that was sent 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

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HRD NO.	LOCATION	RESOURCE NAME	ASSESSOR PARCEL NUMBER (APN)	PROPERTY TYPE	DESIGNATION TYPE	APPROVAL DATE
07-01	6710-6720 Pacific Blvd.	Warner Theater	6322-017-006	Entertainment	Historic Resource	7/3/2007 HPC
07-02	2743 E. 57th St.	Laguna Residence	6309-027-009	Residential	Certificate of Recognition	
07-02	6020 Miles Ave	Westover Hall	6310-018-900	Commercial	Certificate of Recognition	
07-02	2500 E Slauson	Norms	6320-002-001	Commercial	Certificate of Recognition	
07-03	6538-6550 Miles Ave	Civic Center	6322-009-904	Government	Historic Resource	10/15/2007 CC
07-05	6610 Malabar	Garlow House	6322-019-002	Residential	Historic Resource	1/7/2008 CC
08-01	6606 Seville Avenue	US Post Office	6322-014-900	Government	Historic Resource	12/21/2009 CC
08-02	6727 Santa Fe	Sanchez-Moore House	6321-024-028	Residential	Historic Resource	6/16/2008 CC
08-03	6700 Newell Street	Newell Residence	6324-036-033	Residential	Historic Resource	6/15/2009 CC
08-04	3095 E. Florence Ave	St. Matthias Church	6323-019-009	Religious	Historic Resource	8/5/2008 CC
08-05	2662 Clarendon		6320-029-001	Residential	Certificate of Recognition	5/19/2008 CC
08-05	6363 Middleton		6321-013-019	Residential	Certificate of Recognition	5/19/2008 CC
08-05	7141 Pacific	Bank- Chase	6322-023-028	Commercial	Certificate of Recognition	5/19/2008 CC
08-05	7020 Marconi	Gutierrez Residence	6323-007-001	Residential	Certificate of Recognition	5/19/2008 CC
08-06	2743 E. 57th Street	Laguna Residence	6309-027-009	Residential	Historic Resource	8/5/2008 CC
08-07	2458 Randolph Street	Queen Anne	6320-018-014	Residential	Historic Resource	6/1/2009 CC
09-01	7030 Marconi	Brownell-Carlson House	6323-007-003	Residential	Historic Resource	11/16/2009 CC
09-02	6401 Rugby Avenue	Old Catholic Church	6322-002-018	Religious	Certificate of Recognition	

09-03	3247 Olive	Squire Residence	6213-019-018	Residential	Historic Resource	11/16/2009 CC
09-04	6522 Stafford		6322-007-013	Residential	not approved	not approved
10-01	6205 Rugby		6320-019-024	Residential	Certificate of Recognition	5/3/2010 CC
10-01	6351 Middleton	The Church of Jesus Christ of Latter Day Saints	6321-022-026	Religious	Certificate of Recognition	5/3/2010 CC
10-01	6207 Pacific Avenue		6320-020-023		Certificate of Recognition	5/3/2010 CC
10-01	6822 Malabar		6322-019-013	Residential	Certificate of Recognition	5/3/2010 CC
10-01	6900 Passaic		6323-005-013	Residential	Certificate of Recognition	5/3/2010 CC
10-02	6919 MALABAR STREET	Malabar Street District	6322-021-015	Residential	HRD District	9/2010 CC
10-02	7005 MALABAR STREET	Malabar Street District	6322-021-016	Residential	HRD District	9/2010 CC
10-02	7013 MALABAR STREET	Malabar Street District	6322-021-017	Residential	HRD District	9/2010 CC
10-02	7023 MALABAR STREET	Malabar Street District	6322-021-019	Residential	HRD District	9/2010 CC
10-02	7029 MALABAR STREET	Malabar Street District	6322-021-020	Residential	HRD District	9/2010 CC
10-02	7022 MALABAR STREET	Malabar Street District	6322-022-010	Residential	HRD District	9/2010 CC
10-02	7028 MALABAR STREET	Malabar Street District	6322-022-011	Residential	HRD District	9/2010 CC
10-02	7102 MALABAR STREET	Malabar Street District	6322-022-012	Residential	HRD District	9/2010 CC
10-02	7116 MALABAR STREET	Malabar Street District	6322-022-014	Residential	HRD District	9/2010 CC
10-02	2472-2476 SATURN AVENUE (2468 by Assessor)	Malabar Street District	6322-021-012	Residential	HRD District	9/2010 CC
10-02	6909 MALABAR STREET	Malabar Street District	6322-021-013	Residential	HRD District	9/2010 CC
10-02	6915 MALABAR STREET	Malabar Street District	6322-021-014	Residential	HRD District	9/2010 CC

10-02	7017-7019 MALABAR STREET	Malabar Street District	6322-021-018	Residential	HRD District	9/2010 CC
10-02	7111-7113 MALABAR STREET	Malabar Street District	6322-021-022	Residential	HRD District	9/2010 CC
10-02	7103-7105 MALABAR STREET	Malabar Street District	6322-021-026	Residential	HRD District	9/2010 CC
10-02	6914-6916 MALABAR STREET	Malabar Street District	6322-022-005	Residential	HRD District	9/2010 CC
10-02	6920-6922 MALABAR STREET	Malabar Street District	6322-022-006	Residential	HRD District	9/2010 CC
10-02	7006-7008 MALABAR STREET	Malabar Street District	6322-022-007	Residential	HRD District	9/2010 CC
10-02	7012-7014 MALABAR STREET	Malabar Street District	6322-022-008	Residential	HRD District	9/2010 CC
10-02	7016-7018 MALABAR STREET	Malabar Street District	6322-022-009	Residential	HRD District	9/2010 CC
10-02	7110-7112 MALABAR STREET	Malabar Street District	6322-022-013	Residential	HRD District	9/2010 CC
10-02	7120 MALABAR STREET	Malabar Street District	6322-022-015	Residential	HRD District	9/2010 CC
10-02	6908-7122 Malabar & 2468,2500 Saturn	Malabar Street District	multiple	Residential	HRD District	9/2010 CC
11-01	6125 Rugby Avenue		6320-019-018	Residential	Historic Resource	7/2011 CC
11-02	6139 Rugby Avenue		6320-019-021	Residential	Historic Resource	7/2011 CC
11-03	6205 Rugby Avenue		6320-019-024	Residential	Historic Resource	7/2011 CC
11-05	6035 Stafford		6320-011-016	Residential	Certificate of Recognition	05/2011 CC
11-05	6618 Templeton		6322-012-005	Residential	Certificate of Recognition	not approved
11-05	7019 Marconi		6323-005-001	Residential	Certificate of Recognition	05/2011 CC
11-05	7013 Marconi		6323-005-002	Residential	Certificate of Recognition	05/2011 CC
11-05	7009 Marconi		6323-005-003	Residential	Certificate of Recognition	05/2011 CC
11-05	7029 Marconi		6323-006-013	Residential	Certificate of Recognition	05/2011 CC

11-05	7023 Marconi		6323-006-014	Residential	Certificate of Recognition	05/2011 CC
11-05	7024 Marconi		6323-007-002	Residential	Certificate of Recognition	05/2011 CC
11-05	7010 Marconi		6323-008-010	Residential	Certificate of Recognition	05/2011 CC
11-05	7016 Marconi		6323-008-011	Residential	Certificate of Recognition	05/2011 CC

Shannon Carmack

From: Marcello Vavala <mvavala@laconservancy.org>
Sent: Monday, July 01, 2019 11:57 AM
To: Shannon Carmack
Subject: RE: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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Hi Shannon,

Thanks for reaching out to us on this again. Adrian passed along to me to review and we'll let you know if we have any comments.

Best,

Marcello

Marcello Vavala
Preservation Associate
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA 90014
(213) 430-4217 | mvavala@laconservancy.org

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From: Shannon Carmack [mailto:scarmack@rinconconsultants.com]
Sent: Monday, June 24, 2019 2:04 PM
To: Adrian Fine
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Hi Adrian,

I wanted to follow up from my previous email to see if the LAC wants to provide any information related to cultural resources that may exist within or near the WSAB project site. Please let me know if you have any information or if you have any questions.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

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From: Shannon Carmack
Sent: Thursday, May 16, 2019 12:07 PM
To: 'afine@laconservancy.org'
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Hi Adrian,

I wanted to follow up from the voicemail I sent earlier today. Attached please find a copy of the letter that was sent to the LA Conservancy on 3/18/19, inquiring about cultural resources that may be located within the project area. If you have knowledge of cultural resources that may exist within or near the project site, please contact myself or Meghna Khanna at email address listed in the letter.

Thanks,

Shannon Carmack
Principal / Senior Architectural Historian

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Mayor

DARYL HOFMEYER
Vice Mayor

LAURIE GUILLEN
Councilmember

PEGGY LEMONS
Councilmember

DIANE J. MARTINEZ
Councilmember

City Manager's Office
(562) 220-2225

April 24, 2019

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-7)
Los Angeles, CA 90012

Re: Historic Consultation – WSAB Transit Corridor Project

Dear Ms. Khanna:

Thank you for the notification and invitation to submit comments regarding cultural resources as they relate to the West Santa Ana Branch (WSAB) Transit Corridor Project. I understand that the request for comments allows for compliance with Section 106 of the National Historic Preservation Act and the associated implementing regulations at 36 CFT Part 800 as Metro prepares the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project.

While the project as described and currently understood has no apparent potential to affect historic properties or resources in the City of Paramount, I would like to take this opportunity to restate the following comments that I previously submitted as comments during the 2017 and 2019 scoping periods on behalf of the City of Paramount:

1) I request that Metro initiates tribal consultation that is required under AB-52.

2) "Defiance" by Harold L. Pastorius Jr. is an existing public art sculpture at the southwest corner of Paramount Boulevard and Rosecrans Avenue that must not be damaged through the course of project construction. This work of art must be preserved. If relocation is necessary for the project, Metro must consult with the City to determine the best possible location to relocate the artwork, and Metro must pay for all relocation and preservation costs of this cultural asset.

If you have any questions, please contact John Carver, Assistant Community Development Director, at 562-220-2048 or jcarver@paramountcity.com.

CITY OF PARAMOUNT

John Moreno
City Manager

From:	Shannon Carmack
To:	Susan Zamudio-Gurrola
Subject:	FW: West Santa Ana Branch Project: Cultural Resource
Date:	Tuesday, October 03, 2017 4:52:13 PM
Attachments:	Response to Metro"s NOP.PDF

Please file this in the project 106 consult folder

From: Arauz, Juan [mailto:jarauz@hpca.gov]
Sent: Thursday, September 28, 2017 3:43 PM
To: Shannon Carmack
Cc: Carlos Luis
Subject: West Santa Ana Branch Project: Cultural Resource

Shannon,

The City is in receipt of your letter pertaining to the subject matter. Cultural resources within the two proposed LRT stations include:

Station at Florence Ave and Salt Lake Ave
Salt Lake Park – Salt Lake Park is the City's largest park and zoned open space within the City. In addition to providing residents with their recreational needs, the park also hosts several community events, such as the annual 4th of July event. Potential LTR station impacts arising from noise, parking, vehicle circulation, safety, and air quality should be carefully evaluated.

Station at Pacific Boulevard and Randolph St
Downtown Pacific Boulevard – Downtown Pacific Boulevard has been a pedestrian oriented destination and integral part of the City for several generations. This location serves the needs of the City's residential and business community and is a hub Huntington Park and neighboring cities. Potential LTR station impacts arising from noise, parking, vehicle circulation, safety, and air quality should be carefully evaluated.

Additionally, I have attached the City's response to Metro's Notice of Preparation of an EIR. If you have questions or wish to discuss this further, please contact me so we may discuss.

Regards,

Juan Arauz | Associate Planner
City of Huntington Park | Planning Division
6550 Miles Avenue | Huntington Park, CA 90255
(323) 584-6270 Office | (323) 584-6244 Fax
jarauz@hpca.gov
www.hpca.gov

August 4, 2017

Los Angeles Metropolitan Transportation Authority
Attention: Fanny Pan
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Response to Notice of Preparation of a Draft Joint Environmental Impact Report and Environmental Impact Statement for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan:

The City of Huntington Park (City) is in receipt of the Notice of Preparation (NOP) for a Draft Joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the subject project. This letter conveys the City's response on potential impacts that may arise as a result of the subject project.

The subject project, the Los Angeles County Metropolitan Transportation Authority's (Metro) 20-mile light rail transit line, will connect and run from downtown Los Angeles through the southeast cities. As proposed, the light rail transit line will have two stations within Huntington Park City limits, and a third station within a half (½) mile of City limits located at:

1) Salt Lake Avenue and Florence Avenue (City limits)
2) Pacific Boulevard and Randolph Street (City limits)
3) Slauson Avenue and Randolph Street (½ mile from City limits)

Please evaluate the following environmental impacts relating to the proposed light rail transit line.

TRAFFIC

The proposed light rail transit line will travel through Huntington Park and affect nearly every arterial road within City limits. Affected arterials include Florence Avenue, Gage Avenue, Miles Avenue, Pacific Boulevard, Santa Fe Avenue, and Alameda Street. As a result of the design and location of the proposed light rail transit line, several impacts to traffic are anticipated that will affect the neighboring residential and commercial uses.

The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line.

PARKING

The proposed light rail stations are located within densely populated residential and commercial areas. There is a scarcity of public parking throughout the City and therefore it is a highly valued commodity for residents and businesses. Metro should provide sufficient parking for transit riders to ensure local parking is not impacted.

NOISE AND AIR QUALITY

Because of the close proximity to densely populated residential and commercial uses around the proposed light rail transit line, the City requests that noise and air impacts be evaluated and monitored during construction. Metro should continue to monitor noise and air impacts after the transit line is fully operational.

SAFETY AND SECURITY

The proposed light rail transit line should be designed in a manner that provides safety to riders and the local community. The City requests that Metro evaluate safety concerns commonly associated with rail systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.

AESTHETICS

The proposed light rail transit line will run through densely populated residential and commercial uses, including the City's Downtown (Randolph and Pacific). The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.

PLANNED LAND USE

The City and the cities of Bell, Maywood, and the County of Los Angeles have a planned land use for the Randolph Street center median that runs through the proposed light rail transit line. Studies have already been performed for the conversion of this center median into a bicycle and pedestrian facility. Survey results show an overwhelming need and support from the community for this planned bicycle and pedestrian facility. Thus, this planned facility is strongly supported by the City and the cities of Bell, Maywood, Los Angeles, the County of Los Angeles, and by community organizations including Communities for a Better Environment.

Given the community need and desire for this bicycle and pedestrian facility, the proposed light rail transit line should be planned and built harmoniously with this planned land use. The City requests that the EIR and EIS assess any potential impact on this bicycle and pedestrian facility that is strongly supported by the community. If it is determined that the proposed light rail transit line will adversely impact this planned land use, mitigation measures should be proposed in order to maintain the viability of the bicycle and pedestrian facility.

SUBTERRANEAN STATIONS

The City requests that Metro evaluate and consider subterranean stations as opposed to at-grade stations. Subterranean stations will undoubtedly mitigate several environmental impacts caused by the proposed light rail transit line. Benefits of subterranean stations include; improved public safety, uninterrupted vehicular circulation, and noise reduction. Therefore, subterranean stations should be discussed and strongly considered as part of the EIR and EIS.

MATCHING FUNDS

It is understood that the City will have to provide a local agency match of three percent (3%), and that guidelines for what qualifies as part of that 3% have not been detailed. The City requests that Metro be flexible in its interpretation of what expenditures qualify towards the local match and when those expenditures occurred.

The City recognizes that the goals of the proposed light rail transit line are to reduce vehicle traffic and encourage the use of the rail system. There are many means to achieve this, and the City believes that local expenditures for parking and street improvements near the proposed stations, whether or not specifically designed for station use, should be considered eligible as part of the required match. City funds expended towards these improvements should be considered eligible even if they were expended prior to when the final scope of the proposed light rail transit line was deemed complete.

The City looks forward to working with Metro in reviewing the draft EIR and EIS and evaluating any potential environmental impacts the proposed light rail transit line may have on the neighboring residential, commercial, and planned land uses throughout the City. Please send the draft EIR and EIS to the following address for the City's review:

Huntington Park City Hall
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

If you have any questions regarding this response, please contact Juan Arauz, Associate Planner, at 323-584-6270 or by email at jarauz@hpca.gov.

Sincerely,

Karina Macias
Council Member, City of Huntington Park

Attachments

1. Rethink Randolph Survey Results (December 2016)
2. City of Los Angeles, Support Letter for Bicycle and Pedestrian Facility
3. City of Bell, Support Letter for Bicycle and Pedestrian Facility
4. City of Maywood, Support Letter for Bicycle and Pedestrian Facility
5. Communities for a Better Environment, Support Letter for Bicycle and Pedestrian Facility

Rethink Randolph Survey

COMMUNITY
ARTS
RESOURCES
C A R S

RETHINK RANDOLPH SURVEY RESULTS

December 5, 2016

Community Arts Resources (CARS) and Fehr and Peers collected 157 survey results from community members and local stakeholders at three separate pop-up engagement events:

- *"Haunt"ington Park Halloween Festival (October 31, 2016)*
- *Huntington Park Farmers Market (November 16, 2016)*
- *Huntington Park Farmers Market (November 30, 2016)*

1.) How to you typically travel to work, school or around your neighborhood? Check all that apply.

- Walk = 63 respondents (32%)
- Bike = 17 respondents (9%)
- Bus = 27 respondents (14%)
- **Drive = 91 respondents (46%)**
- Other responses included:
    - Skateboard

2.) How do you typically travel from your house to the following destinations? Check all that apply.

A.) Metro Blue Line

- Walk = 27 responses
- Bike = 8 responses
- **Drive = 41 responses**
- Bus = 25 responses
- I don't go here = 26 responses

B.) LA River

- Walk = 9 responses
- Bike = 17 responses
- **Drive = 40 responses**
- Bus = 8 responses
- I don't go here = 27 responses

C.) Pacific Blvd.

- **Walk = 71**
- Bike = 5
- Drive = 40
- Bus = 5
- I don't go here = 8

D.) Salt Lake Park

- **Walk = 60**
- Bike = 17
- Drive = 52
- Bus = 8
- I don't go here = 5

E.) Other Destinations written in:

- Bon Appetit (Drive)
- Huntington Park High School (Walk and Drive)
- School (Bus)
- Alameda Plaza (Walk, Drive and Bus)
- Other destinations (Skate)

3.) What keeps you from biking or walking more around your neighborhood?

- **Concerned about traffic safety (fast drivers, big trucks) = 88 respondents (41%)**
- Bad road conditions (broken sidewalks) = 45 respondents (21%)
- Concerned about crime = 41 respondents (19%)
- Takes too much time = 17 respondents (8%)
- Destinations are too far to walk or bike = 23 respondents (11%)
- Other responses included:
  - I don't have a bike / My bike was stolen
  - I have other things to do
  - There are no street lights
  - There are no bike lanes

4.) What amenities would make you more likely to bike and walk on Randolph St?

- Shade (trees, canopy structures) = 60 respondents (16%)
- Bike Parking = 61 respondents (16%)
- Drinking Fountains = 41 respondents (11%)
- Seating / Street Furniture = 47 respondents (13%)
- **Increased Lighting = 85 respondents (23%)**
- **Safer Crosswalks = 76 respondents (21%)**
- Other responses included:
  - More police / If it was safer
  - Bike lanes
  - If there were more pedestrians

5.) From 1-3, rate which bicycle improvement you would like to see most on Randolph St. (1 = strongly like, 2 = somewhat like, 3 = strongly dislike)



Standard Striped Bike Lane = Third choice (total points = 167)



Protected Bike Lane = Second Choice (total points = 158)



Separated Bike Lane in Trail Median = Most Popular Option (total points = 154)

6.) Would you support your city making street improvements, like the ones seen above, on Randolph St?

- **Yes = 144 respondents (99%)**
- No = 2 respondents (1%)

7.) What is your zipcode?

- **90255 = 115 respondents**
- 90280 = 9 respondents
- 90201 = 9 respondents
- 90001 = 8 respondents
- 90270 = 6 respondents
- 90240 = 2 respondents
- 90062 = 2 respondents
- 90047 = 1 respondent
- 90061 = 1 respondent
- 90011 = 1 respondent
- 91784 = 1 respondent
- 90023 = 1 respondent
- 90262 = 1 respondent

8.) How do you identify yourself?

- Male = 50 respondents (33%)
- **Female = 100 respondents (66%)**
- Other = 2 respondents (1%)

9.) What is your age group?

- Under 18 = 13 respondents (8%)
- 18-24 = 14 respondents (8%)
- 25-34 = 40 respondents (26%)
- **35-44 = 55 respondents (36%)**
- 45-49 = 16 respondents (10%)
- 50-54 = 11 respondents (7%)
- 55-64 = 3 respondents (2%)
- 65-74 = 1 respondent (1%)
- 75 or older = 0

10.) What is your age group?

- White = 5 respondents (3%)
- African American = 1 respondent (1%)
- Asian = 2 respondents (1%)
- **Hispanic / Latino = 138 respondents (90%)**
- Other = 3 respondents (2%)
- Prefer not to answer = 5 respondents (3%)

Rethink Randolph

1 How do you typically travel to work, school or around your neighborhood? Check all that apply.

- ☐ Walk
- ☐ Bike
- ☐ Bus
- ☐ Drive
- ☐ Other: _____

2 How do you typically travel from your house to the following destinations? Check all that apply.

	Walk	Bike	Drive	Bus	I don't go here
Metro Blue Line	☐	☐	☐	☐	☐
LA River	☐	☐	☐	☐	☐
Pacific Boulevard	☐	☐	☐	☐	☐
Salt Lake Park	☐	☐	☐	☐	☐
Other: _____	☐	☐	☐	☐	☐
Other: _____	☐	☐	☐	☐	☐

3 What keeps you from biking or walking more around your neighborhood?

- ☐ Concerned about traffic safety (fast drivers, big trucks)
- ☐ Bad road conditions (broken sidewalks)
- ☐ Concerned about crime
- ☐ Takes too much time
- ☐ Destinations are too far to walk or bike
- ☐ Other: _____

4 What amenities would make you more likely to bike and walk on Randolph St?

- ☐ Shade (trees, canopy structures)
- ☐ Bike Parking
- ☐ Drinking Fountains
- ☐ Seating / Street Furniture
- ☐ Increased Lighting
- ☐ Safer Crosswalks
- ☐ Other: _____

5 From 1-3, rate which bicycle improvement you would like to see most on Randolph St.

1 = Strongly Like
2 = Somewhat Like
3 = Strongly Dislike



Standard Striped Bike Lane: ____



Protected Bike Lane: ____



Separated Bike Trail in Median: ____

6 Would you support your city making street improvements, like the ones seen above, on Randolph St?

- ☐ Yes
- ☐ No

7 What is your zip code? _____

- ☐ Prefer not to answer

8 How do you identify yourself?

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Prefer not to answer

9 What is your age group?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-49
- ☐ 50-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or older

10 What is your race?

- ☐ White
- ☐ African American
- ☐ Asian
- ☐ Hispanic / Latino
- ☐ Other: _____
- ☐ Prefer not to answer

Repensar en Randolph

1 ¿Cómo acostumbra viajar al trabajo, a la escuela, o por el área donde vive? Marque todos los que se aplican.

- ☐ A pie
- ☐ En bicicleta
- ☐ En autobús
- ☐ En carro
- ☐ Otro: _____

2 ¿Cómo acostumbra viajar desde su casa hasta los siguientes destinos?Marque todos los que se aplican.

	A pie	En bicicleta	En carro	En autobús	No voy aquí
Línea Azul del Metro	☐	☐	☐	☐	☐
Río LA	☐	☐	☐	☐	☐
Pacific Boulevard	☐	☐	☐	☐	☐
Parque Salt Lake	☐	☐	☐	☐	☐
Otro: _____	☐	☐	☐	☐	☐
Otro: _____	☐	☐	☐	☐	☐

3 ¿Qué lo impide de andar más en bicicleta o a pie por el área donde vive?

- ☐ Preocupaciones por la seguridad del tráfico (exceso de velocidad, camiones grandes)
- ☐ Mala condición de la calle (banquetas rotas)
- ☐ Preocupaciones por el crimen
- ☐ Lleva mucho tiempo
- ☐ Destinos muy lejanos para ir a pie o en bicicleta
- ☐ Otro: _____

4 ¿Qué servicios o mejoras harían más probable que usted anduviera en bicicleta y caminara por la Calle Randolph?

- ☐ Sombra (árboles, toldos)
- ☐ Estacionamientos para bicicletas
- ☐ Fuentes de agua potable
- ☐ Bancas y asientos en la calle
- ☐ Mejor iluminación
- ☐ Pasos de peatones/cruces más seguros
- ☐ Otro: _____

5 Usando de 1 a 3, califique las mejoras que más quiere ver en la Calle Randolph para las bicicletas

1 = me gusta mucho
2 = me gusta algo
3 = no me gusta para nada



Carril normal pintado a rayas para bicicletas: ____



Carril protegido para bicicletas:____



Sendero separado para bicicletas, como en la mediana de la calle: ____

6 ¿Apoyaría usted el esfuerzo de su ciudad de hacer mejoras en la calle como las mencionadas arriba en la Calle Randolph?

- ☐ Sí
- ☐ No

7 ¿Cuál es su código postal ZIP? _____

- ☐ Prefiero no contestar

8 ¿Cómo se identifica usted?

- ☐ Hombre
- ☐ Mujer
- ☐ Otro
- ☐ Prefiero no contestar

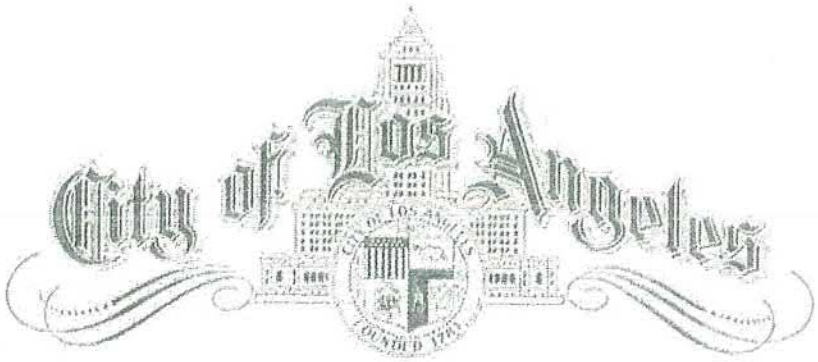
9 ¿Cuál es su edad?

- ☐ 1 -18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-49
- ☐ 50-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 +

10 ¿De qué raza es usted?

- ☐ Blanca
- ☐ Afroamericana
- ☐ Asiática
- ☐ Hispana/Latina
- ☐ Otro: _____
- ☐ Prefiero no contestar

Support Letter, City of Los Angeles



ERIC GARCETTI
MAYOR

September 29, 2016

The Honorable Graciela Ortiz
Mayor, City of Huntington Park
6550 Miles Ave.
Huntington Park, CA 90255

Dear Mayor Ortiz:

As we continue to develop Los Angeles County's regional transportation system, it is important we focus on projects that increase transit options by providing pedestrians and bicyclists access to surrounding communities and existing rail lines.

In 2013, the Los Angeles Metropolitan Transportation Authority (Metro) initiated a study to build a 10-mile pedestrian and bike path that would connect the future Crenshaw/LAX Line to the Los Angeles River, also known as the "Rail to River" project. I anticipate that the first segment of the project ("Segment A" – Crenshaw/LAX to Blue Line/Slauson Station) will receive environmental clearance soon; construction is slated to be completed by fall of 2019. Segment B of the plan, which will connect the bike path to the Los Angeles River, is currently under evaluation.

While the four alternatives being evaluated under Segment B appear viable, I wholeheartedly support "Alternative D" because the project will touch more communities, including Huntington Park, and provide direct access to the river and Metro's regional transit center.

I look forward to partnering with you moving forward to ensure Los Angeles County builds out a comprehensive and modern transportation system.

Sincerely,

E. G.

ERIC GARCETTI
Mayor

Support Letter, City of Bell

CITY OF BELL

August 3, 2017

City of Huntington Park
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

SUBJECT: Support for the multi-jurisdictional countywide Randolph Street Rails to Trails project

Dear Mr. Infanzon:

The City of Bell would like to formally express its support of the Randolph Street Rails to Trails project to convert the Randolph Street center median into a bicycle and pedestrian facility.

This planned bicycle and pedestrian facility will traverse through the cities of Huntington Park, Bell, Maywood and the County of Los Angeles and will provide a much needed alternative mode of transportation for those who live and work within the community. Surveys show that the local community overwhelmingly desires and is in need of facilities that provide safe walking and biking for children and families. This type of facility will promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic.

Additionally, it has been proven that bicycle and pedestrian facilities boost the local economy since homeowners are willing to pay more to live in a walkable community. Similarly, businesses located along these facilities often see an increase in sales.

The City of Bell strongly supports the Randolph Street Rails to Trails project and looks forward to working with the City of Huntington Park in this joint venture. Please feel free to contact should you have any questions or wish to discuss.

Sincerely,

Fidencio Joel Gallardo
Mayor
City of Bell

Support Letter, City of Maywood

City of Maywood
4319 East Slauson Avenue • Maywood, California 90270
Tel: (323) 562-5700 • Fax (323) 773-2806

August 2, 2017

City of Huntington Park
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

SUBJECT: Support for the multi-jurisdictional countywide Randolph Street Rails to Trails project

Dear Mr. Infanzon:

On behalf of the City and residents of Maywood, I would like to formally express support of the Randolph Street Rails to Trails project to convert the Randolph Street center median into a bicycle and pedestrian facility. This project will undoubtedly have a tremendously positive impact for both of our communities.

This planned bicycle and pedestrian facility will traverse through the cities of Huntington Park, Bell, Maywood and the County of Los Angeles and will provide a much needed alternative mode of transportation for those who live and work within the community. Surveys show that the local community overwhelmingly desires and is in need of facilities that provide safe walking and biking for children and families. This type of facility will promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic.

Additionally, it has been proven that bicycle and pedestrian facilities boost the local economy since homeowners are willing to pay more to live in a walkable community. Similarly, businesses located along these facilities often see an increase in sales.

I strongly support the Randolph Street Rails to Trails project and looks forward to working with the City of Huntington Park in this joint venture. Please feel free to contact should you have any questions or wish to discuss.

Eddie De La Riva
Councilman
City of Maywood
Eddie.delariva@cityofmaywood.org

Support Letter, Communities for a Better Environment

COMMUNITIES FOR A BETTER ENVIRONMENT

www.cbecal.org

August 4, 2017

Los Angeles Metropolitan Transportation Authority
Fanny Pan
Project Manager, Metro
One Gateway Plaza
Los Angeles, 90012
Wsab@metro.net

SUBJECT: Response to Notice of Intention to Move Forward with Construction of the West Santa Ana Branch and Ensuring the Completion of the Rail to River Active Transportation Project.

Dear Ms. Pan,

I hope this letter finds you in good spirits and health. I am writing on behalf of Communities for a Better Environment and hundreds of members and supporters in Huntington Park, which is one of the cities that will be affected by the construction of the West Santa Ana Project light rail project. CBE is a grassroots environmental health and justice organization, which has worked closely with communities in Southeast Los Angeles especially Huntington Park for more than two decades. The proposed lightrail project came to our attention during a meeting with Metro regarding the intention to follow through with the Rail to River Active Transportation Corridor project that would go down Randolph, crossing an intersection of a proposed stop for West Santa Ana.

Completion of the Active Transportation Corridor has always been a high priority for the community members, who have spent extensive time and effort working with CBE to develop that vision, concept and proposal. Huntington Park is a city that lacks green spaces, and that lacks resources for pedestrians and cyclists. Since many residents of Huntington Park travel in these ways, having an active transportation corridor that directly serves their needs, as people who utilize alternative modes of transportation, would be immensely beneficial to the community and long overdue. We want to echo the City of Huntington Park's assertion that the West Santa Ana Branch should coexist harmoniously with the active transportation corridor. Additionally, CBE staff and members want to engage more closely with this planning process and participate in the environmental review process, and we would like to receive a copy of the Draft EIR.

I will be glad to speak with you in more detail about this issue, please feel free to contact me at (323) 723-5634 or my email, kayleigh@cbecal.org. We appreciate your time and hope to hear back from you soon.

Sincerely,

Kayleigh Wade

Youth Organizer
Communities for a Better Environment

Appendix C-Section 10: Section 106-Local Interested Party Consultation-Additional Letters Sent by Metro on February 4, 2020

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 4, 2020

Eugene Moy
Chinese Historical Society of Southern California
415 Bernard Street
Los Angeles, CA 90012

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Moy:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), and initiating the preparation of a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

The West Santa Ana Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-

Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the project, which may enable Metro to deliver the project with an estimated opening date of 2028.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse or be adjacent to the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of Los Angeles County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos.

Under NEPA, four Build Alternatives (Alternative 1, Alternative 2, Alternative 3, and Alternative 4) are being evaluating and carried forward into the Draft EIS/EIR, as well as a No Build Alternative. The alternatives are described as follows:

Alternative 1, Los Angeles Union Station to Pioneer – This alternative would extend approximately 19.3 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative 1 would follow Alameda Street south and be entirely underground from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative 1 would cross the I-10 freeway in an aerial configuration and then parallel the existing Metro A Line (formerly known as the Blue Line) along the Wilmington Branch ROW as it proceeds south.

Alternative 1 would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and would turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 1 would then follow the San Pedro Subdivision ROW south to Paramount where it would then follow the Pacific Electric ROW southeast to the terminus station in Artesia. Alternative 1 includes two design options:

- Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.
- Design Option 2: Add the Little Tokyo Station – Under this design option, the WSAB Little Tokyo Station would be constructed.

Alternative 1 would consist of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 (without the design option) would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 8 freight crossings, 6 freeway crossings, 24 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 23 traction power substation sites (TPSS) facilities, and 2 maintenance and storage facility (MSF) options. This alternative was previously referred to as Alternative E.

Alternative 2, 7th Street/Metro Center to Pioneer – This alternative would extend approximately 19.3 miles between the 7th Street/Metro Center Station in downtown Los Angeles and the City of Artesia. From 7th Street/Metro Center Station, Alternative 2 would follow 8th Street east and Alameda Street south and be entirely underground from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative 2 would cross the I-10 freeway in an aerial structure to the existing Metro A Line. Alternative 2 would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and would turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 2 would then follow the San Pedro Subdivision ROW south to Paramount where it would then follow the Pacific Electric ROW southeast to the terminus station in Artesia.

Alternative 2 would consist of approximately 2.3 miles of underground, 12.3 miles of at-grade and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 10 freight crossings, 8 freeway crossings, 24 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 23 TPSS facilities, and 2 MSF options. This alternative was previously referred to as Alternative G.

Alternative 3, Slauson/A Line to Pioneer – This alternative would extend approximately 14.7 miles between the existing Slauson/A Line Station to the City of Artesia. From the Slauson/A Line Station, Alternative 3 would transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and then turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 3 would then follow the San Pedro Subdivision ROW south to Paramount where it would turn southeast to then follow the Pacific Electric ROW to the terminus station in Artesia.

Alternative 3 would consist of approximately 12.2 miles of at-grade and 2.5 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 6 freight crossings, 4 freeway crossings, 15 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 16 TPSS facilities, and 2 MSF options. This alternative was previously referred to as Initial Operating Segment (IOS) 2.

Alternative 4, I-105/C Line to Pioneer – This alternative would extend approximately 6.6 miles between the new I-105/C Line Station to the terminus station in the City of Artesia. From the I-105/C Line Station, Alternative 4 would follow the San Pedro Subdivision ROW south to Paramount where it turns southeast to then follow the Pacific Electric ROW to the terminus station in Artesia.

Alternative 4 would consist of approximately 5.6 miles of at-grade and 1.0 miles of aerial alignment. Alternative 4 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 1,120 new transit parking spaces. The alignment would include 12 at-grade crossings, 1 freight crossing, 3 freeway crossings, 7 aerial street crossings, 2 pedestrian crossings, 1 river crossing, 7 TPSS facilities, and 2 MSF options. This alternative was previously referred to as IOS 1.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations along the alignment. Alternative 1 also includes a design option (Design Option 2), which would add a WSAB station at Little Tokyo.

The proposed Project Area of Potential Effects (APE) was delineated to encompass areas that may be directly affected by the Project. The proposed APE includes areas that may be subject to direct or indirect effects that may result from construction or implementation of the Project. The project APE encompasses proposed at-grade, aerial, and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as central instrument houses, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The architectural APE encompasses the surrounding built environment resources that may be indirectly affected by noise, vibration, and visual effects.

A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority

Meghna Khanna, Project Manager

One Gateway Plaza (Mail Stop 99-22-4)

Los Angeles, California 90012

Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

Meghna Khanna

Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Study Area Map

Figure 1. Project Location/Vicinity Map

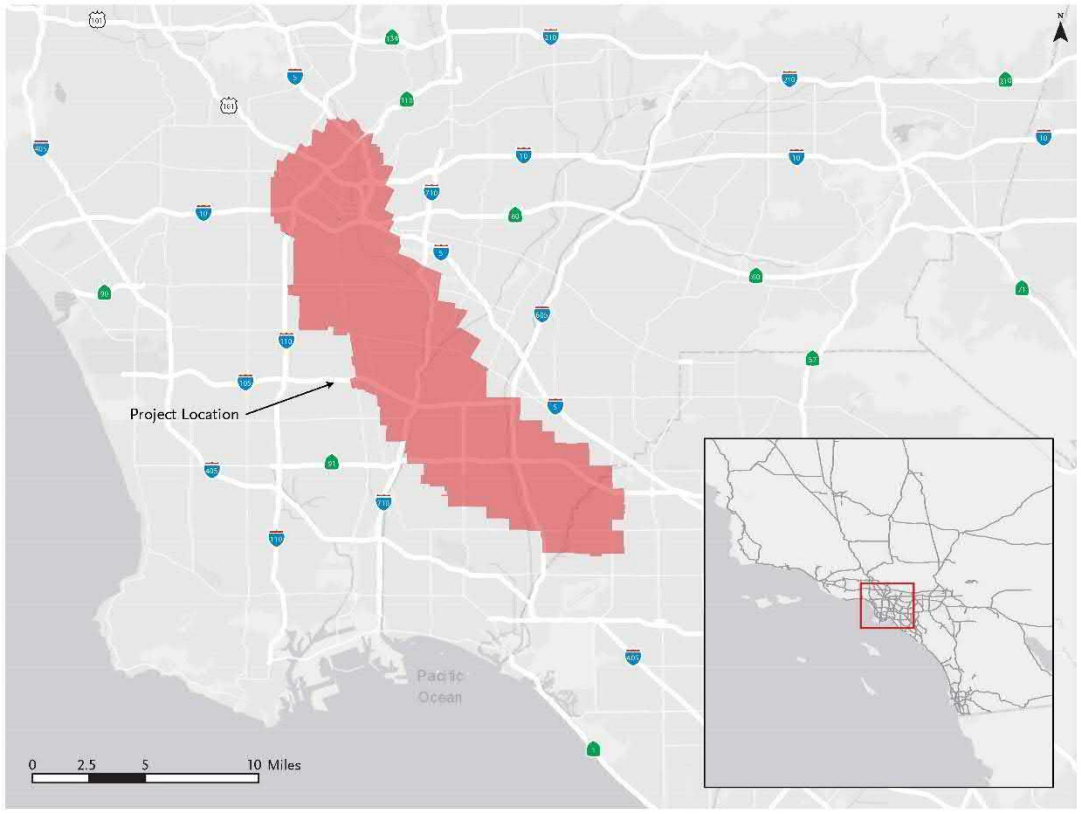


Figure 2. Project Study Area Map



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 4, 2020

Sandra Sakamoto
Japanese American Cultural & Community Center
244 South San Pedro Street
Los Angeles, CA 90012

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Miss Sakamoto:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), and initiating the preparation of a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

The West Santa Ana Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the project, which may enable Metro to deliver the project with an estimated opening date of 2028.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse or be adjacent to the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of Los Angeles County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos.

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Alternative 1 would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and would turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 1 would then follow the San Pedro Subdivision ROW south to Paramount where it would then follow the Pacific Electric ROW southeast to the terminus station in Artesia. Alternative 1 includes two design options:

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Alternative 1 would consist of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 (without the design option) would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 8 freight crossings, 6 freeway crossings, 24 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 23 traction power substation sites (TPSS) facilities, and 2 maintenance and storage facility (MSF) options. This alternative was previously referred to as Alternative E.

Alternative 2, 7th Street/Metro Center to Pioneer – This alternative would extend approximately 19.3 miles between the 7th Street/Metro Center Station in downtown Los Angeles and the City of Artesia. From 7th Street/Metro Center Station, Alternative 2 would follow 8th Street east and Alameda Street south and be entirely underground from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative 2 would cross the I-10 freeway in an aerial structure to the existing Metro A Line. Alternative 2 would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and would turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 2 would then follow the San Pedro Subdivision ROW south

to Paramount where it would then follow the Pacific Electric ROW southeast to the terminus station in Artesia.

Alternative 2 would consist of approximately 2.3 miles of underground, 12.3 miles of at-grade and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 10 freight crossings, 8 freeway crossings, 24 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 23 TPSS facilities, and 2 MSF options. This alternative was previously referred to as Alternative G.

Alternative 3, Slauson/A Line to Pioneer – This alternative would extend approximately 14.7 miles between the existing Slauson/A Line Station to the City of Artesia. From the Slauson/A Line Station, Alternative 3 would transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and then turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 3 would then follow the San Pedro Subdivision ROW south to Paramount where it would turn southeast to then follow the Pacific Electric ROW to the terminus station in Artesia.

Alternative 3 would consist of approximately 12.2 miles of at-grade and 2.5 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 6 freight crossings, 4 freeway crossings, 15 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 16 TPSS facilities, and 2 MSF options. This alternative was previously referred to as Initial Operating Segment (IOS) 2.

Alternative 4, I-105/C Line to Pioneer – This alternative would extend approximately 6.6 miles between the new I-105/C Line Station to the terminus station in the City of Artesia. From the I-105/C Line Station, Alternative 4 would follow the San Pedro Subdivision ROW south to Paramount where it turns southeast to then follow the Pacific Electric ROW to the terminus station in Artesia.

Alternative 4 would consist of approximately 5.6 miles of at-grade and 1.0 miles of aerial alignment. Alternative 4 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 1,120 new transit parking spaces. The alignment would include 12 at-grade crossings, 1 freight crossing, 3 freeway crossings, 7 aerial street crossings, 2 pedestrian crossings, 1 river crossing, 7 TPSS facilities, and 2 MSF options. This alternative was previously referred to as IOS 1.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations along the alignment. Alternative 1 also includes a design option (Design Option 2), which would add a WSAB station at Little Tokyo.

The proposed Project Area of Potential Effects (APE) was delineated to encompass areas that may be directly affected by the Project. The proposed APE includes areas that may be subject to direct or indirect effects that may result from construction or implementation of the Project. The project APE encompasses proposed at-grade, aerial, and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as central instrument houses, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The architectural APE encompasses the surrounding built environment resources that may be indirectly affected by noise, vibration, and visual effects.

A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority

Meghna Khanna, Project Manager

One Gateway Plaza (Mail Stop 99-22-4)

Los Angeles, California 90012

Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

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Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Study Area Map

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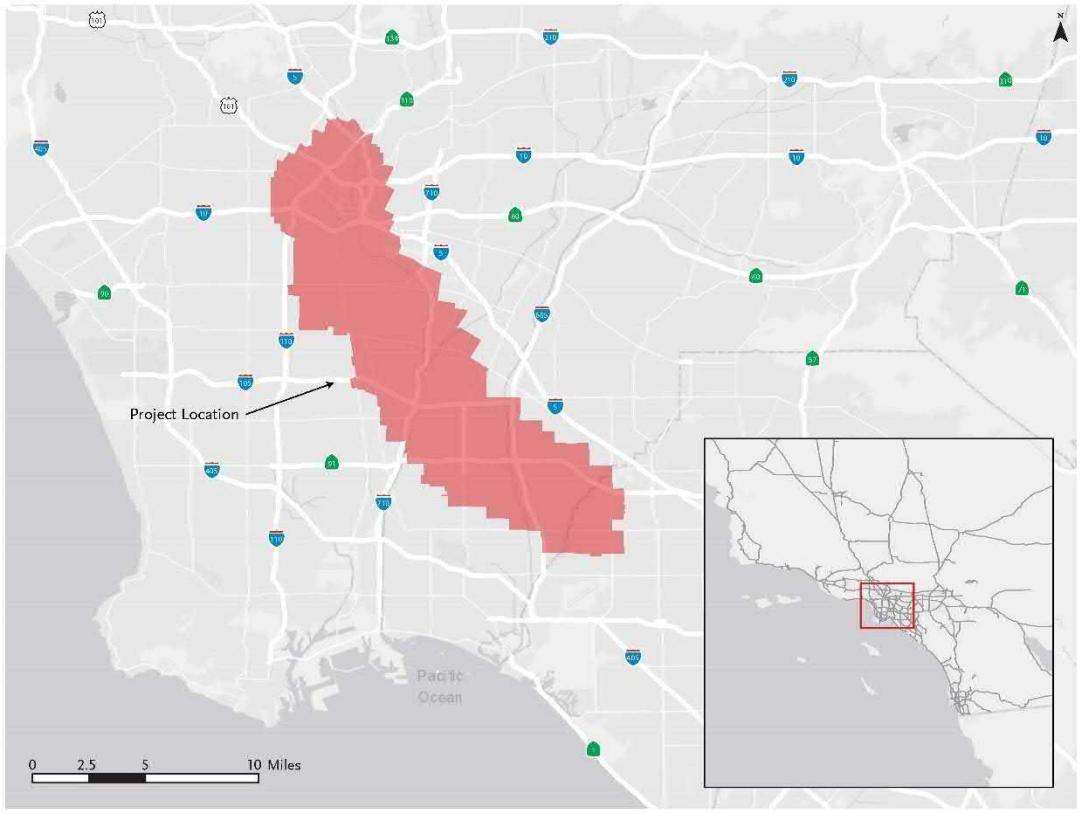


Figure 2. Project Study Area Map



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 4, 2020

La Plaza De Cultura y Artes
501 North Main Street
Los Angeles, CA 90012

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

To Whom it May Concern:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), and initiating the preparation of a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

The West Santa Ana Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-

Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the project, which may enable Metro to deliver the project with an estimated opening date of 2028.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse or be adjacent to the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of Los Angeles County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos.

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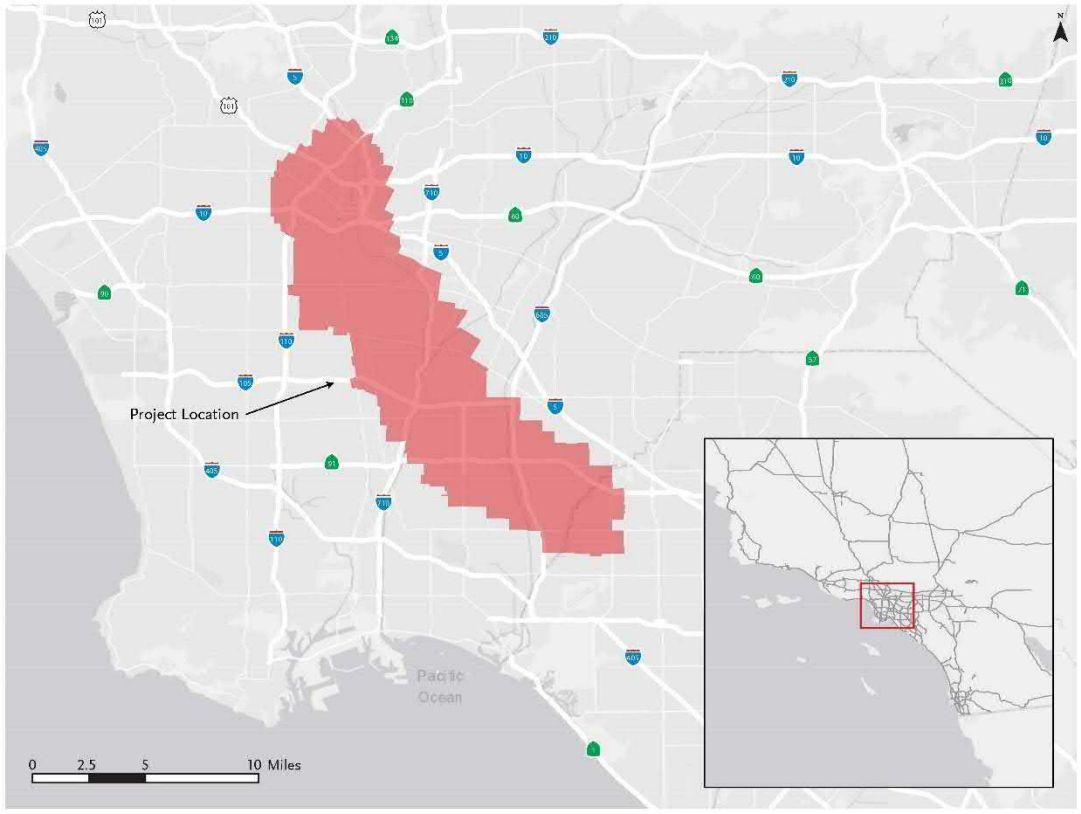


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Los Angeles County
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February 4, 2020

Michael Okamura
Little Tokyo Historical Society
231 East 3rd Street, Suite 203
Los Angeles, CA 90013

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Okamura:

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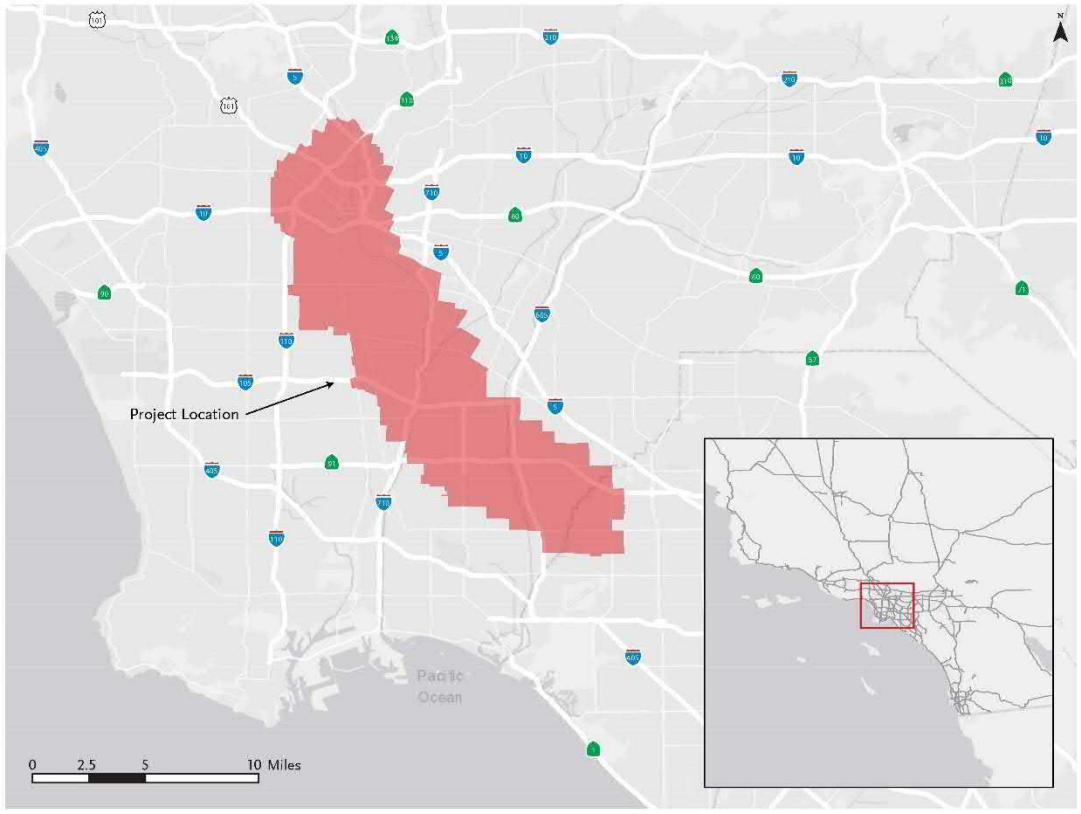


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Los Angeles County
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February 4, 2020

Tom Savio
Los Angeles Union Station Historical Society
P.O. Box 411682
Los Angeles, CA 90041

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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- Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.
- Design Option 2: Add the Little Tokyo Station – Under this design option, the WSAB Little Tokyo Station would be constructed.

Alternative 1 would consist of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 (without the design option) would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 8 freight crossings, 6 freeway crossings, 24 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 23 traction power substation sites (TPSS) facilities, and 2 maintenance and storage facility (MSF) options. This alternative was previously referred to as Alternative E.

Alternative 2, 7th Street/Metro Center to Pioneer – This alternative would extend approximately 19.3 miles between the 7th Street/Metro Center Station in downtown Los Angeles and the City of Artesia. From 7th Street/Metro Center Station, Alternative 2 would follow 8th Street east and Alameda Street south and be entirely underground from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative 2 would cross the I-10 freeway in an aerial structure to the existing Metro A Line. Alternative 2 would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and would turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 2 would then follow the San Pedro Subdivision ROW south

to Paramount where it would then follow the Pacific Electric ROW southeast to the terminus station in Artesia.

Alternative 2 would consist of approximately 2.3 miles of underground, 12.3 miles of at-grade and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 10 freight crossings, 8 freeway crossings, 24 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 23 TPSS facilities, and 2 MSF options. This alternative was previously referred to as Alternative G.

Alternative 3, Slauson/A Line to Pioneer – This alternative would extend approximately 14.7 miles between the existing Slauson/A Line Station to the City of Artesia. From the Slauson/A Line Station, Alternative 3 would transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and then turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 3 would then follow the San Pedro Subdivision ROW south to Paramount where it would turn southeast to then follow the Pacific Electric ROW to the terminus station in Artesia.

Alternative 3 would consist of approximately 12.2 miles of at-grade and 2.5 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,720 new transit parking spaces. The alignment would include 31 at-grade crossings, 6 freight crossings, 4 freeway crossings, 15 aerial street crossings, 4 pedestrian crossings, 3 river crossings, 16 TPSS facilities, and 2 MSF options. This alternative was previously referred to as Initial Operating Segment (IOS) 2.

Alternative 4, I-105/C Line to Pioneer – This alternative would extend approximately 6.6 miles between the new I-105/C Line Station to the terminus station in the City of Artesia. From the I-105/C Line Station, Alternative 4 would follow the San Pedro Subdivision ROW south to Paramount where it turns southeast to then follow the Pacific Electric ROW to the terminus station in Artesia.

Alternative 4 would consist of approximately 5.6 miles of at-grade and 1.0 miles of aerial alignment. Alternative 4 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 1,120 new transit parking spaces. The alignment would include 12 at-grade crossings, 1 freight crossing, 3 freeway crossings, 7 aerial street crossings, 2 pedestrian crossings, 1 river crossing, 7 TPSS facilities, and 2 MSF options. This alternative was previously referred to as IOS 1.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations along the alignment. Alternative 1 also includes a design option (Design Option 2), which would add a WSAB station at Little Tokyo.

The proposed Project Area of Potential Effects (APE) was delineated to encompass areas that may be directly affected by the Project. The proposed APE includes areas that may be subject to direct or indirect effects that may result from construction or implementation of the Project. The project APE encompasses proposed at-grade, aerial, and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as central instrument houses, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The architectural APE encompasses the surrounding built environment resources that may be indirectly affected by noise, vibration, and visual effects.

A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority

Meghna Khanna, Project Manager

One Gateway Plaza (Mail Stop 99-22-4)

Los Angeles, California 90012

Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

Meghna Khanna

Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Study Area Map

Figure 1. Project Location/Vicinity Map

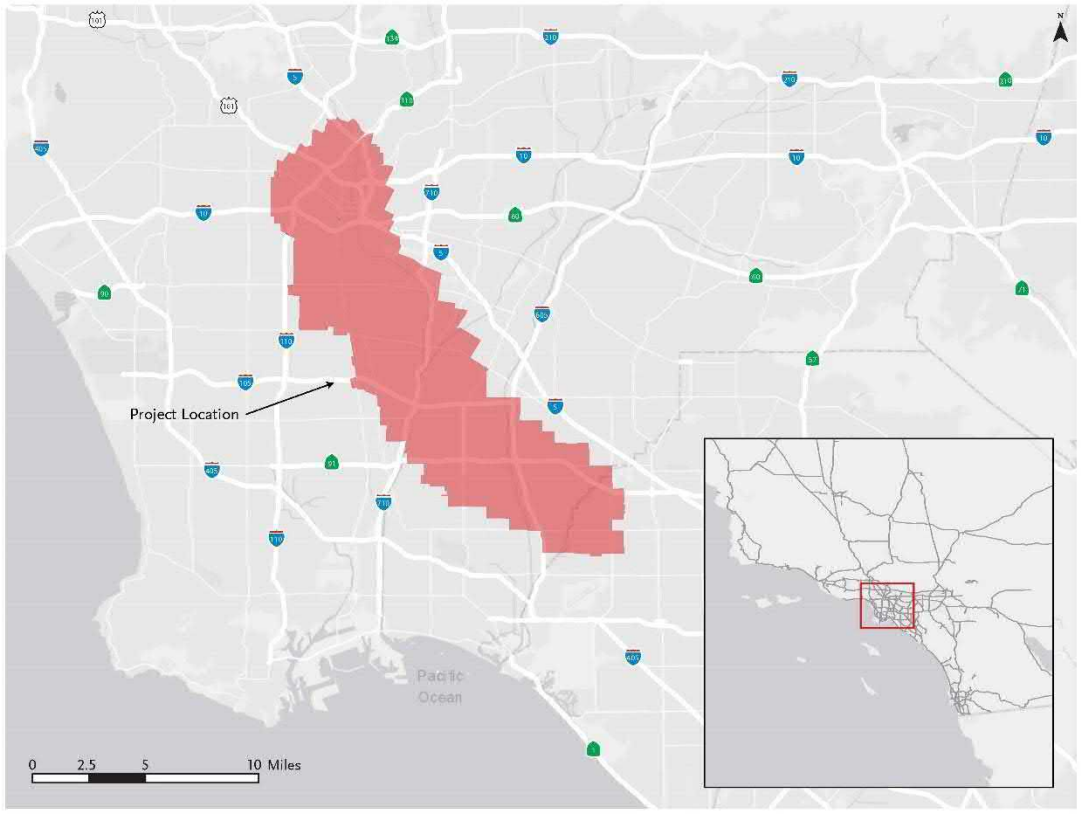


Figure 2. Project Study Area Map



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 4, 2020

Nancy Melendez
Old Spanish Trail Association
9216 Hawthorne Avenue
Riverside, CA 92503

Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Miss Melendez:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. LACMTA, in cooperation with the Federal Transit Administration (FTA), and initiating the preparation of a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA). LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is being partially funded by federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. LACMTA is seeking input from certain individuals, organizations and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project.

Below is a description of the proposed project, maps showing the project location (Figures 1 and 2), and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

Project Description

The West Ana Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project has a base year of 2018 and is identified in Measure M, the 2016 LA County voter-approved sales tax ballot measure, and as a "Twenty-Eight by '28" Initiative project. Per the "Twenty-

Eight by '28" Initiative, the WSAB Project would need to be completed by 2028, which requires an accelerated Project schedule. To potentially deliver this Project under an accelerated schedule, Measure M indicates that an early delivery of the subsequent project phase may be made possible with a Public-Private Partnership (P3) delivery method. Metro is pursuing a P3 with a comprehensive delivery approach as a strategy for accelerating the project, which may enable Metro to deliver the project with an estimated opening date of 2028.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse or be adjacent to the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of Los Angeles County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos.

Under NEPA, four Build Alternatives (Alternative 1, Alternative 2, Alternative 3, and Alternative 4) are being evaluating and carried forward into the Draft EIS/EIR, as well as a No Build Alternative. The alternatives are described as follows:

Alternative 1, Los Angeles Union Station to Pioneer – This alternative would extend approximately 19.3 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative 1 would follow Alameda Street south and be entirely underground from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative 1 would cross the I-10 freeway in an aerial configuration and then parallel the existing Metro A Line (formerly known as the Blue Line) along the Wilmington Branch ROW as it proceeds south.

Alternative 1 would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east along Randolph Street, and would turn south to the San Pedro Subdivision ROW along Salt Lake Avenue. Alternative 1 would then follow the San Pedro Subdivision ROW south to Paramount where it would then follow the Pacific Electric ROW southeast to the terminus station in Artesia. Alternative 1 includes two design options:

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A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority

Meghna Khanna, Project Manager

One Gateway Plaza (Mail Stop 99-22-4)

Los Angeles, California 90012

Email: KhannaM@metro.net

If you have knowledge of cultural resources that may exist within or near the project site, please contact Meghna Khanna at the aforementioned email address within 30 days of receipt of this letter. The project team will compile your comments with those received from other consulting parties and give them consideration as the project proceeds through design and construction. Thank you for your assistance.

Sincerely,

Meghna Khanna

Meghna Khanna

Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures:
1. Project Location Map
2. Project Study Area Map

Figure 1. Project Location/Vicinity Map

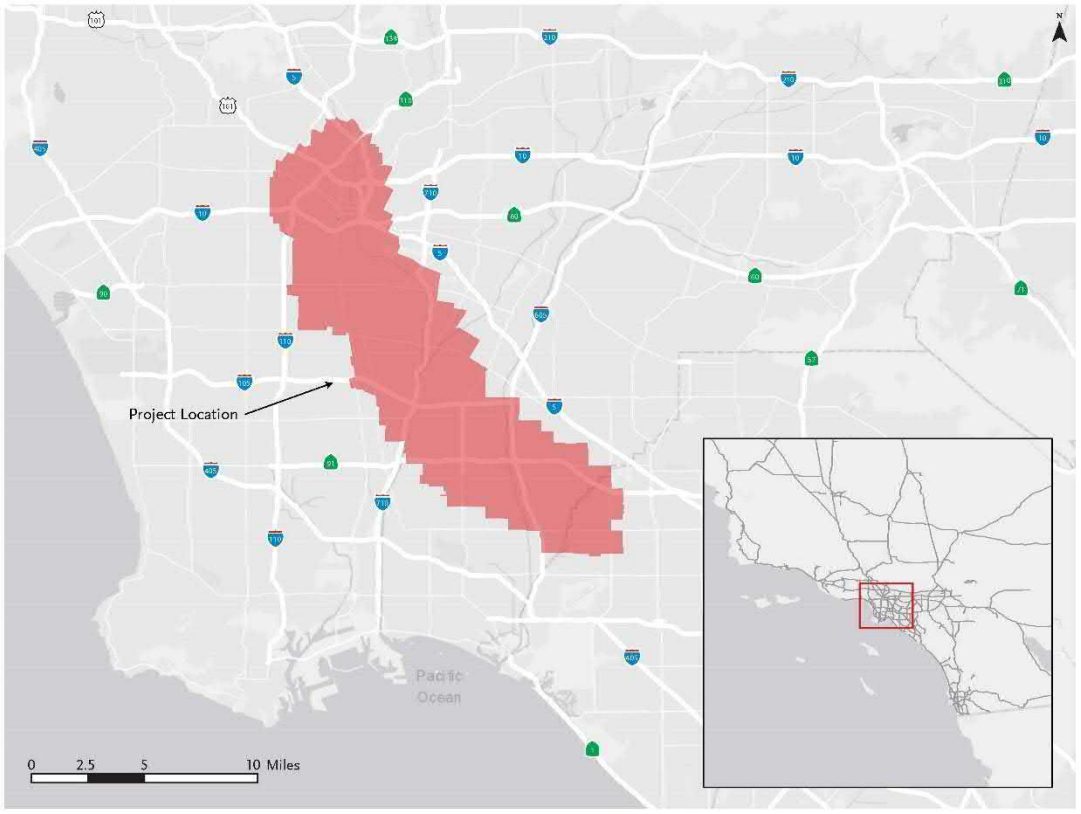


Figure 2. Project Study Area Map



Appendix C-Section 11: Section 106 Local Interested Party Consultation-Follow up Conducted on February 4, 19, and 20th, 2020

Rachel Perzel

From: Rachel Perzel
Sent: Thursday, February 20, 2020 10:24 AM
To: mmoreno@jaccc.org
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)
Attachments: WSAB Section 106 - Japanese American Cultural & Community Center.pdf

Hi Ms. Moreno
I am writing to follow up on a Section 106 Consultation letter that was sent to your organization via U.S. mail on February 4. As you can see below, we sent an additional copy of the letter via email on February 10, and have received no response.
I just wanted to follow-up one more time. Please feel free to reach out to Meghna Khanna with Metro (her contact information is listed in the attached letter) if you have an concerns regarding cultural resources that you wish to discuss.
Best,

Rachel Beth Perzel, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x 138
732-233-3997 Mobile
rinconconsultants.com



Please consider the environment before printing this email.

From: James Williams
Sent: Monday, February 10, 2020 11:59 AM
To: mmoreno@jaccc.org
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

Ms. Moreno,

As we discussed earlier this morning, I have attached a copy of the Section 106 consultation letter we mailed to Ms. Sakamoto on February 4, 2020. The letter regards the Los Angeles County Metropolitan Transit Authority's West Santa Ana Branch project. Should your organization have concerns regarding the project's potential to affect historic resources, please contact me using this email address or by phone at (805) 644-4455 x2028.

Sincerely,

James Williams, MA, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x2028
916-833-7826 Mobile
rinconconsultants.com

Rachel Perzel

From: Rachel Perzel
Sent: Thursday, February 20, 2020 10:25 AM
To: ewmoy49@gmail.com
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)
Attachments: WSAB Section 106 - Chinese Historical Society of Southern California.pdf

Hi Mr. Moy:
I am writing to follow up on a Section 106 Consultation letter that was sent to your organization via U.S. mail on February 4. As you can see below, we attempted to follow-up via email on February 10, and have received no response. I just wanted to follow-up one more time. Please feel free to reach out to Meghna Khanna with Metro (her contact information is listed in the attached letter) if you have an concerns regarding cultural resources that you wish to discuss.
Best,

Rachel Beth Perzel, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x 138
732-233-3997 Mobile
rinconconsultants.com



Please consider the environment before printing this email.

From: James Williams
Sent: Monday, February 10, 2020 11:47 AM
To: ewmoy49@gmail.com
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

Mr. Moy:

This message regards local historic group consultation for the Los Angeles County Metropolitan Transportation Authority's (LACMTA) West Santa Ana Branch Transit Corridor Project. A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

A letter containing details of the project was mailed to your organization on February 4, 2020. A copy of the letter is attached to this message for your convenience.

Should your organization have concerns regarding the project's potential to affect historic resources, please contact me using this email address or by phone at (805) 644-4455 x2028.

Sincerely,

James Williams, MA, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x2028
916-833-7826 Mobile
rinconconsultants.com



Rachel Perzel

From: Rachel Perzel
Sent: Thursday, February 20, 2020 9:37 AM
To: info@lapca.org
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

Hello
I am writing to follow up on a Section 106 Consultation letter that was sent to your organization via U.S. mail on February 4. As you can see below, we attempted to follow-up via email on February 10, and have received no response. I just wanted to follow-up one more time. Please feel free to reach out to Meghna Khanna with Metro (her contact information is listed in the attached letter) if you have an concerns regarding cultural resources that you wish to discuss.
Best,

Rachel Beth Perzel, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x 138
732-233-3997 Mobile
rinconconsultants.com



Please consider the environment before printing this email.

From: James Williams <jwilliams@rinconconsultants.com>
Sent: Wednesday, February 19, 2020 3:30 PM
To: Rachel Perzel <rperzel@rinconconsultants.com>
Subject: FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

From: James Williams
Sent: Monday, February 10, 2020 11:41 AM
To: info@lapca.org
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

To Whom It May Concern:

This message regards local historic group consultation for the Los Angeles County Metropolitan Transportation Authority's (LACMTA) West Santa Ana Branch Transit Corridor Project. A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

A letter containing details of the project was mailed to your organization on February 4, 2020. A copy of the letter is attached to this message for your convenience.

Should your organization have concerns regarding the project's potential to affect historic resources, please contact me using this email address or by phone at (805) 644-4455 x2028.

Sincerely,

James Williams, MA, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x2028
916-833-7826 Mobile
rinconconsultants.com

Rachel Perzel

From: Rachel Perzel
Sent: Wednesday, February 19, 2020 3:38 PM
To: littletokyohs@gmail.com
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)
Attachments: WSAB Section 106 - Little Tokyo Historical Society.pdf

Hello
I am writing to follow up on a Section 106 Consultation letter that was sent to your organization via U.S. mail on February 4. As you can see below, we attempted to follow-up via email on February 10 with no response.
I just wanted to follow-up one more time. Please feel free to reach out to Meghna Khanna with Metro (her contact information is listed in the attached letter) if you have an concerns regarding cultural resources that you wish to discuss.
Best,

Rachel Beth Perzel, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x 138
732-233-3997 Mobile
rinconconsultants.com



Please consider the environment before printing this email.

From: James Williams
Sent: Monday, February 10, 2020 11:39 AM
To: littletokyohs@gmail.com
Subject: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

To Whom It May Concern:

This message regards local historic group consultation for the Los Angeles County Metropolitan Transportation Authority's (LACMTA) West Santa Ana Branch Transit Corridor Project. A cultural resources assessment is currently being prepared for the project. LACMTA is seeking input from certain individuals, organizations, and representatives of local government with demonstrated interest in the undertakings and the potential to affect historic resources within the project area. Your input is essential to informed decision-making in the Section 106 process.

A letter containing details of the project was mailed to your organization on February 4, 2020. A copy of the letter is attached to this message for your convenience.

Should your organization have concerns regarding the project's potential to affect historic resources, please contact me using this email address or by phone at (805) 644-4455 x2028.

Sincerely,

James Williams, MA, Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
805-644-4455 x2028
916-833-7826 Mobile
rinconconsultants.com

Appendix C-Section 12: Section 106 Local Interested Party Consultation-Responses Received by Metro in February 2020

From: Chau, Eric
Sent: Monday, February 10, 2020 2:45 PM
To: Khanna, Meghna <KhannaM@metro.net>
Subject: FW: West Santa Ana Branch Transit Corridor Project , Los Angeles County, CA

Hi Meghna,

Please see the following response to the historic consultation from the Old Spanish Trail Association.

Thanks,

Eric

From: Nancy Melendez <nancy.melendez@icloud.com>
Sent: Monday, February 10, 2020 1:34 PM
To: Chau, Eric <ChauE@metro.net>
Cc: Alexander King <avking@live.com>; Paul Ostapuk <postapuk@gmail.com>; Lynn Brittner <ostamgr@gmail.com>
Subject: West Santa Ana Branch Transit Corridor Project , Los Angeles County, CA

Good Afternoon,

My apologies for the delay in my response to this email and to the letter received from Meghna Khanna re the historic consultation on the above named project in relation to the Old Spanish National Historic Trail.

I contacted the most knowledgeable person on the subject, Alexander King, former Director At Large with the Old Spanish Trail Association, and asked for his expert opinion. He wrote:

The OSNHT does not include anything southeast of L.A. Union Station, so nothing along the corridor they describe in either of the four alternatives. Neither do any of those alternatives affect any OSNTH historic sites (whether recognized "high potential" ones or "tentative high potential" ones in the OSNHT CAS).

It DOES cross the alternative route of the OST into Los Angeles [redacted]-but that is not recognized by the OSNHT."

Thank you fo your letter and for keeping Old Spanish Trail Association in the "know" as to potential hazards to the Old Spanish National Historic Trail.

Best Regards,

Nancy Melendez, CA Director
Old Spanish Trail Association
951-233-1219

Rachel Perzel

From: Shannon Carmack
Sent: Tuesday, March 10, 2020 3:27 PM
To: Rachel Perzel
Subject: FW: [EXT] FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

For the file

From: Shannon Carmack
Sent: Tuesday, March 10, 2020 3:26 PM
To: 'laushs@earthlink.net'
Subject: FW: [EXT] FW: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

Good afternoon Mr. Savio,

Thank you speaking with me this afternoon about the West Santa Ana Branch project. I will document your comments about station entrance designs and how they should compliment the architecture of Union Station. Should you have any further questions or can provide any additional information about historic properties within the area, please contact me via email or phone.

Thank you,

Shannon Carmack, Principal/ Senior Architectural Historian
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x100
562-676-5485 Mobile
rinconconsultants.com



From: LA Union Station HS <laushs@earthlink.net>
Sent: Tuesday, February 4, 2020 6:07 PM
To: Chau, Eric <ChauE@metro.net>
Subject: Re: Historic Consultation for the West Santa Ana Branch Transit Corridor Project (WSAB)

Dear Mr. Chau,

Thank you for inviting Los Angeles Union Station Historical Society (LAUSHS) to be a Sec. 106 historic consultant for the proposed
West Santa Ana Branch Transit Corridor Project (WSAB). Because Alternative 1 begins at Los Angeles Union Station (LAUS), LAUSHS would be interested serving as a Sec.106 historic consultant for it. As for the other Alternatives, if I have read correctly, they do not impact LAUS therefore, I recommend that you contact our Sec.106 colleagues: The Los

Angeles Conservancy and Train Riders Association of California (TRAC) for consultations. When may we view graphics for Alternative 1's impacts at LAUS?

Incidentally, Metro's proposed LAUS "Esplanade" project is considering putting Alameda Street on a "road-diet" and adding upgrades in front of LAUS. That proposal also includes an significant "water feature" (fountain) which may impact WSAB's Alternative 1. Since the proposed water feature may impact the B (Red) Line tunnels both physically and through seepage, I suggest that you look over the Esplanade project lest its design conflicts with your project. (Incidentally, LAUSHS opposes the water feature, because it will negatively impact LAUS' historic Ticketing Concourse by preventing future public transit use of the space, and because it negatively impacts the architects' historic vision of the LAUS campus.)

Sincerely,

Tom Savio
Executive Director
LAUSHS

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

-LAEmHhHzdJzBlTWfa4Hgs7pbKI

Appendix C-Section 13: USACE and Caltrans Consultation/Coordination (Following Circulation of Draft EIS/EIR) Documentation

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CA 90017-3401

October 6, 2021

SUBJECT: USACE Request to be Cooperating Agency and Comments on DEIR/S for West Santa Ana Branch Transit Corridor Project.

Charlene Lee Lorenzo, Director
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Meghna Khanna, Project Manager
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Dear Ms. Lorenzo and Ms. Khanna:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the West Santa Ana Branch Transit Corridor Project. Our comments represent the Los Angeles District of the U.S. Army Corps of Engineers ("Corps") Regulatory and Engineering Divisions' interests in the project pursuant to our regulatory authorities promulgated under Section 404 of the Clean Water Act (33 U.S.C. 1344; hereafter, Section 404) and Section 14 of the Rivers and Harbors Act (33 U.S.C. 408; hereafter, Section 408) and considering our National Environmental Policy Act (NEPA) responsibilities.

Build Alternatives 1-3 involve the alteration of and discharge of fill material into three (3) federal flood control projects (federal project) containing waters of the U.S., specifically the Los Angeles River, Rio Hondo, and San Gabriel River. Build Alternative 4 involves the alteration of and a discharge of fill material into one (1) federal project containing waters of the U.S., specifically the San Gabriel River. As such, all the build alternatives would require authorization from the Corps under Section 404 and Section 408.

Based on the Draft EIS/EIR documentation, the Corps' Engineering Division believes that their action to authorize any of the proposed crossings under Section 408 may require the Corps to conduct at least an Environmental Assessment to fulfill their requirements under NEPA. As stated on page S-78 of the Draft EIS/EIR, the Federal Transit Administration (FTA) published the Notice of Intent pursuant to NEPA in the *Federal Register* on July 26, 2017. Under this version of the NEPA Regulations and the

version in the *Federal Register* as of the date of this letter, Federal agencies which have jurisdiction by law can be cooperating agencies in the preparation of an EIS.

By this letter, the Corps hereby requests to be a cooperating agency under 40 CFR Part 1501 and agrees to assist the FTA with preparing the final EIS/EIR due to our jurisdiction by law for areas that could be affected by the project and our special expertise in the following areas:

- Corps' Regulatory Program regulations at 33 CFR parts 320-332;
- Flood control; and
- Assessing the functions and services of aquatic resources and identifying appropriate methods to conduct such assessments.

Subject to availability of resources and in accordance with applicable laws and regulations, the Corps agrees to:

1. Assist in reviewing information and environmental analysis concerning which the Corps has special expertise.
2. Identify issues, concerns, and any technical studies that the Final EIS should address, including risk assessments for completed federal projects, to support the Corps in fulfilling its NEPA and other legal responsibilities.
3. Review the administrative final EIS/EIR. We request that FTA allow the Corps at least 30 days to review such documents.
4. Cooperate in the application of principles for integration of NEPA, the Section 404 Clean Water Act review process, the Public Interest Review process pursuant to 33 CFR 320.4, and the Section 408 review process pursuant to Engineering Circular 1165-2-220 Item 12.

The Corps will be required to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA; herein "Section 106") and Section 7 of the Endangered Species Act (ESA; herein "Section 7") for the federal actions under evaluation. It is appropriate for the FTA as the lead federal agency under NEPA to be the lead federal agency for purposes of compliance with Section 106 and Section 7. Pursuant to 50 C.F.R. § 402 and 36 C.F.R. § 800.2(a)(2), we request the FTA to ensure that the effects of the proposed activities subject to our statutory authorities are fully considered in the consultations with the U.S. Fish and Wildlife Service (USFWS), State Historic Preservation Officer (SHPO) and/or the Advisory Council on Historic Preservation, as applicable. In the event the FTA makes an effect determination or completes Section 7 of the ESA or Section 106 of the NHPA consultations absent coordination with the Corps, our agency must still demonstrate it is in compliance with the ESA and/or NHPA for our discretionary federal actions. The resource agencies with whom you consult and seek concurrence on your analysis of effects related to federally listed species and/or historic properties should be informed that the FTA's consultations

are inclusive of the Corps' federal actions/undertakings and are being carried out by the FTA on our behalf. I also request that we be given the opportunity to review pertinent biological and cultural resources documents, including draft biological opinions and draft MOAs. The Corps must be provided with a copy of the documentation demonstrating the FTA has complied with applicable requirements set forth in Section 7 of the ESA and Section 106 of the NHPA for the proposed project before we are able to render final Department of the Army (DA) permit decisions. When applications are submitted to the Corps for authorization under Section 404 and Section 408, please provide information documenting compliance with Section 106 and Section 7, which clearly describes the Area of Potential Effect and effects of the undertaking under Section 106 and the Action Area and effects of the activity under Section 7, such that the Corps can positively determine that the Section 106 and Section 7 compliance covers the Corps' action to authorize the regulated activities.

Comment 1. Chapter 2, Section 2.5.2 Build Alternatives (Page 2-16): If the existing piers and embankment walls are to be replaced, then the Corps would like to have as few piers in the channel as possible and the abutment placement pushed out to the land side of the levee systems LAR-CC2 and LAR RH2. The addition of new piers makes it harder for the Corps to keep the channel clear of debris and flowing as designed.

In addition, the SPL-HH policy for debris titled "Debris Loading on Bridges and Culverts" need to be satisfied wherever it is applied.

Comment 2. In Chapter 2 Alternatives Considered/Project Description, Table 2.8 Permits and Approvals (Page 2-54): The Corps' regulatory authority is identified as Section 404 and Section 408. This is confusing, because it obscures the fact that they are two very different pieces of legislation with different purposes. These short-hand names for the legislations should either be defined earlier in the document or within the table itself using the following example: "Section 404 of the Clean Water Act (33 U.S.C. 1344, hereafter Section 404)" and "Section 14 of the Rivers and Harbors Act (33 U.S.C. 408, hereafter Section 408)". In addition, remove reference to "Section 10 Bridge Permit". Section 10 of the Rivers and Harbors Act pertains to navigable waters of the U.S. While the Los Angeles River is a Traditionally Navigable Waterway for the purposes of Section 404, these reaches have not been evaluated for navigability under Section 10 of the Rivers and Harbors Act and are not subject to the ebb and flood of the tides.

Comment 3. In Chapter 2 Alternatives Considered/Project Description, Table 2.8 Permits and Approvals (Page 2-55): Under Regional Jurisdiction, please replace "Regional Water Quality Control Boards" with "Los Angeles Regional Water Quality Control Board" and add "Clean Water Act," before "Section 401".

Comment 4. Chapter 4 Affected Environment and Environmental Consequences (Starting on Page 4-1): For the Corps to be able to demonstrate that this EIS adequately covers the Corps' action (i.e., authorization of the river crossings under Section 404 and Section 408), the effects of the Section 408 components of this project (i.e., the river crossings) need to be identified as a Section 408 action and explicitly named, described, and evaluated for each element of the affected environment considered. Therefore, for each element considered (i.e., Land Use, Communities and Neighborhoods, etc.) the description of the Affected Environment must include a description of what is affected by the Section 408 action (i.e., each river crossing) and the analysis of the Effects of the Action must include an analysis of the effects due to the Section 408 action (i.e., each river crossing).

This is necessary to ensure that the Corps can base our Record of Decision for the Section 408 action on FTA's final EIS.

Comment 5. In Chapter 4 Affected Environment and Environmental Consequences, Table 4.0.1 Geographic Extent of Evaluation (Page 4-2, 4-3): The geographic extent for Noise and Vibration is defined as "Immediate vicinity". This is not a clear extent and is inconsistent with the 500-foot buffer evaluated in the discussion of Construction Impacts (Page 4-626). Recommend replacing with "500-feet". Finally, regarding the geographic extent for Archaeological Resources, the direct APE should include a direct reference to the bridge footings within the flood control channel. For example: "The direct APE encompasses the alignment ROWs, as well as all associated elements where construction would occur, including stations, laydown yards, maintenance facilities, parking lots, and bridge footings within flood control channels and waters of the U.S. … Where the Project is aerial, including where it bridges over flood control channels and waters of the U.S., the direct APE encompasses the width of the proposed ROW. In areas with potential direct ground disturbance, including at bridge footings in flood control channels and waters of the U.S., the vertical extent of the direct APE extends approximately…"

Comment 6. In Chapter 4, Section 4.8.1.1 Ecosystems/Biological Resources, Regulatory Setting and Methodology, Regulatory Setting (Page 4-320): Add "The Fish and Wildlife Act of 1956" to the list of authorities attributed to the U.S. Fish and Wildlife Service. The Fish and Wildlife Coordination Act (15 U.S.C. 742a, *et seq.*) requires that any federal agency that proposes to control or modify any body of water must first consult with US Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate, with a view to the conservation of wildlife resources.

Comment 7. In Chapter 4, Section 4.8.2.2 Ecosystems/Biological Resources, Affected Environment/Existing Conditions, Special-Status Biological Resources,

Jurisdictional Waters (Page 4-327): Please change this header to "Wetlands and Other Waters of the U.S."

Comment 8. In Chapter 4, Section 4.8 Ecosystems/Biological Resources (Page 4-328): Remove reference to Section 10 of Rivers and Harbors Act. While the Los Angeles River is a Traditionally Navigable Waterway for the purposes of Section 404 of the Clean Water Act, these reaches have not been evaluated for navigability under Section 10 and are not subject to the ebb and flood of the tides.

Comment 9. In Chapter 4, Section 4.8 Ecosystems/Biological Resources (Page 4-333): This section describes the environmental consequences of the operation of the LRT on jurisdictional waters, not the construction. Please clarify this in the discussion. For example: "The LRT would span over these resources and therefore it's operation would not disturb…"

Comment 10. In Chapter 4, Section 4.10.4 Hazards and Hazardous Materials Project Measures and Mitigation Measures (Page 4-405): Mitigation Measure HAZ PM-2 Disposal of Groundwater (Operation) indicates the possibility of dewatering contaminated groundwater during operations. Under certain circumstances, such as when there is measurable sediment in that water, this could trigger a Clean Water Act section 404 permit. This possibility should be mentioned, and the Corps listed as one of the agencies that would be notified.

Comment 11. In Chapter 4, Section 4.11.1.1 Water Resources, Regulatory Setting, Federal, Clean Water Act (Page 4-415): Please strike "navigable waters and traditionally navigable" from the first sentence, so that it reads "The USACE has jurisdiction over waters of the U.S., which are defined in Title 33, Part 328.3 of the Code of Federal Regulations." We recommend removing all capitalizations of *waters* of the U.S. to be consistent with the referenced code. Please add a sentence stating that temporary (such as water diversion barriers) or permanent (such as bridge supports) discharges of dredged or fill material into the Los Angeles River, Rio Hondo, and San Gabriel River would require authorization from the Corps under Section 404 of the Clean Water Act. Finally, this is the appropriate place to discuss Section 401 and Section 402 of the Clean Water Act, currently discussed under State Regulations. These are federal regulations, even though the State implements them.

Comment 12. In Chapter 4, Section 4.11.1.1 Water Resources, Regulatory Setting, Rivers and Harbors Act of 1899 (Page 4-415): Please add "as amended" after 1899 and strike 403 from "(33 U.S.C. 403 and 408)", so that it reads "Rivers and Harbors Act of 1899, as amended (33 U.S.C. 408)." Refer to Comment 2 above.

Comment 13. In Chapter 4, Section 4.11.3 Environmental Consequences/ Environmental Impacts on Water Resources: The Draft EIS does not evaluate the environmental consequences of the proposed river crossings on the hydrology within the channels. This evaluation is critical for informing a decision to authorize the crossings or not under Section 408. Furthermore, Appendices A, B, and C to Appendix T to the DEIS mentions that the water surface elevation is dropped due to the proposed project and that the change was due to having a supercritical flow condition at these locations. The Corps will need to review in detail the hydraulic analysis and the hydraulic models used in the analysis before making a determination regarding the significance of these impacts. This section, along with Appendix T and its Appendices A, B, and C should be updated accordingly, as necessary.

In addition, the appropriate Manning's roughness coefficient should be used in the model geometry. For example, using 0.013 for San Gabriel River is not appropriate unless there is a specific reason.

Comment 14. Chapter 4, Section 4.14.2.1 Built Environment Historic Properties and Historical Resources (starting on Page 4-485): The Los Angeles River channel (as-builts dated 1950, last modified in 1952), Rio Hondo channel (as-builts dated 1950, last modified in 1952), and San Gabriel River channel (possibly constructed in 1964) are considered elements of the built environment. It does not appear that these were evaluated for eligibility to be listed in the National Register of Historical Places. These channels should be described and evaluated for eligibility in the Cultural Resources Survey Report (Appendix W) and the Cultural Resources Effects Report (Appendix X) pursuant to 36 CFR 60.4. If any of these channels are determined to be eligible, the effects should be described in the Cultural Resources Effects Report as well as in Section 4.14 of the Draft EIS. If the Union Pacific Railroad (Map Reference No. 17-006, Page 4-490) was previously determined eligible, the date of determination, date of SHPO concurrence letter, and relevant SHPO concurrence letter should be included in the Cultural Resources Survey Report (Appendix W, Page 7-78) and Cultural Resources Effects Report (Appendix X, Page 5-161). If the resource has been recommended, but not determined eligible with SHPO concurrence, the cited evaluation should be reviewed, an eligibility determination made, and the reasoning conveyed in the Cultural Resources Survey Report (Appendix W, Page 7-78) and Cultural Resources Effects Report (Appendix X, Page 5-161). Finally, the date of SHPO concurrence and the relevant SHPO letter for P-19-192309, the SCE's Long Beach-Laguna Bell 66kV and 220 kV Transmission lines (Map Reference No. 18-016) should be included in the Cultural Resources Survey Report (Appendix W, Page 7-72) and Cultural Resources Effects Report (Appendix X, Page 5-142).

Comment 15. In Chapter 4, Section 4.14.1.2 Historic, Archaeological, and Paleontological Resources; Methodology (Page 4-470): It would be helpful to the reader

to restate the depths of the APE from the table on page 4-3. Also, please include statement of the vertical APE at the water crossings.

Comment 16. In Chapter 4, Section 4.15.1.2 Tribal Cultural Resources, Methodology (Page 4-515): In the last sentence of the first paragraph under the heading "Native American Heritage Commission Sacred Lands File Search", please insert "(Appendix Z)" after "prepared for this Project", so that it reads "Responses received from the NAHC are included in Appendix A of the Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report prepared for the Project (Appendix Z)".

Comment 17. Chapter 4, Section 4.18 Safety and Security (Page 4-571): The extension of existing abutments and new bridge beams have the potential to create new areas for individuals experiencing homelessness to occupy. This potential adverse effect on safety and security should be discussed in this section. If individuals were to occupy the abutments or under the bridge beams, they create a safety and security risk to regular maintenance of the flood control system, to themselves during rain events, and to the emergency personnel sent to rescue them. However, these adverse effects can be minimized by designing restrictive access to the abutments and areas under the bridge, designing the abutments in such a way as to prevent loitering or occupation, and relocating or preventing trespassers on a regular basis and at the request of the Corps.

Comment 18. Chapter 4, Section 4.19 Construction Impacts (Page 4-603): Construction related impacts on the operation and maintenance of the Los Angeles River are not assessed but should be. Potential adverse effects include localized flooding and decreased flood protection upstream. The potential adverse effects can be minimized by maintaining an open path through the construction site for the Corps' maintenance equipment at all times during construction, timing construction to occur in the dry season and in dry weather, and by complying with conditions attached to the Section 408 authorization.

We look forward to continued dialogue and coordination with the FTA and the Los Angeles County Transportation Authority on this project. If you have any Regulatory-related questions, please contact Lia Protopapadakis at (213) 452-3372 or via email at Lia.Protopapadakis@usace.army.mil; and for any Section 408-related questions, please contact Rafi Talukder at (213) 452-3745 or via email at Rafiqul.I.Talukder@usace.army.mil. Please refer to this letter and the Corps' Regulatory File Number SPL-2021-00450-LPF in your reply.

Sincerely,

Rafi Talukder, P.E.
Chief, Facility Support and Permits Section
408 Permit Coordinator
Engineering Division

U.S. Department of Transportation
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October 13, 2021

Mr. Rafi Talukder, P.E.
Chief, Facility Support and Permits Section
408 Permit Coordinator
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Department of the Army
915 Wilshire Boulevard, Suite 930
Los Angeles, CA 90017-3401

Re: Regulatory File Number SPL-2021-00450-LPF; Acknowledgment of Cooperating Agency on West Santa Ana Branch Transit Corridor Project

Dear Mr. Talukder:

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA), received comments on the West Santa Ana Branch Transit Corridor Project Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) from the Los Angeles District of the U.S. Army Corps of Engineers (Corps) dated October 6, 2021. The Corps has requested to be a cooperating agency under 40 CFR Part 1501. In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA), the FTA acknowledges the Corps as a cooperating agency because your agency has jurisdiction by law and special expertise.

The Corps had reviewed the Draft EIS/EIR for the project pursuant to regulatory authorities promulgated under Section 404 of the Clean Water Act (33 U.S.C. 1344; hereafter, Section 404) and Section 14 of the Rivers and Harbors Act (33 U.S.C. 408; hereafter, Section 408) and considering the Corps' NEPA responsibilities. All of the proposed build alternatives for the West Santa Ana Branch Transit Corridor Project would require authorization from the Corps under Section 404 and Section 408. In the October 6, 2021 letter, the Corps indicated that the agency had jurisdiction by law for areas that could be affected by the project and special expertise in the following areas:

- Corps' Regulatory Program regulations at 33 CFR parts 320-332;
- Flood control; and
- Assessing the functions and services of aquatic resources and identifying appropriate methods to conduct such assessments

The FTA and LACMTA will coordinate with the Corps for the review of information and environmental analysis in the areas where the Corps has special expertise, and will address comments raised in the October 6, 2021 letter in the Final EIS/EIR.

The coordination will include reviews of preliminary drafts of the Final EIS/EIR and technical studies in support of the Corps fulfilling its NEPA responsibilities. The FTA, in coordination with LACMTA, will provide the Corps with copies of consultations as requested, such as Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act. Discussion of the consultations conducted thus far may also be found in the Draft EIS/EIR.

We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Mr. Rusty Whisman, Transportation Program Specialist, at (213) 202-3956, or by email at rusty.whisman@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator

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Making Conservation a California Way of Life.

September 28, 2021

Ms. Meghna Khanna
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Dear Ms. Khanna:

Thank you for the opportunity to comment on the West Santa Ana Branch Draft Environmental Impact Statement/Environmental Impact Report and for coordinating with Caltrans staff throughout the project development process. As participating and cooperating agency, Caltrans looks forward to continued communication with Metro as the project moves forward. The Study Area crosses state and interstate freeways at several locations, and the Caltrans team has the following comments on those portions of the project, separated by subject.

Air Quality

- Section 1.5: Section 93.116(a) of the conformity rule requires that conformity analyses consider the full time frame of the conforming transportation plan; and the project should also analyze peak emissions according to the latest EPA conformity guidance. It is suggested to consider the horizon year of the latest conforming RTP (2020 RTP/SCS) of 2045 and the opening year of 2028.
- Section 1.5.1: Section 1.5 notes that the entire South Coast Air Basin represents the "affected area" on which VMTs are estimated based and, in turn, from which emissions are estimated. The boundary of the Basin (or affected area) encompasses counties of Riverside and San Bernardino. Section 1.6.1 in the Draft EIR/EIS, on the other hand, delineates travel market and study area; but Riverside or San Bernardino Counties are not identified as origin or destinations. It is suggested to clarify: how this project affects travel to and from Riverside and San Bernardino Counties; and how an evaluation of changes in emissions in Riverside or San Bernardino Counties is relevant.
- Section 1.5.2, Page 1-12: According to Table 2.2, 4 or 5 parking facilities are proposed as part of the Alternatives. These parking facilities are stationary sources similar to the maintenance support facility. The parking facilities, however, were not considered in any of the operational analyses in the same fashion as the MSF.
- Section 2.2, Page 2-7: It is suggested to revise all references to the latest conforming 2020 RTP/SCS throughout the report.

- Table 2.2: Freeway crossings should include I-10 and US 101 for some Alternatives.
- Tables 4.2 through 4.4: It is suggested that the monitoring data be updated with more recent years.
- Section 5.2.1.3: Section 7.1 notes that the construction would take approximately 6 years and the RTP 1TR1011 identifies the project completion in 2028. However, the FTIP ID LA0G1094 is currently identified as a study, not a project, and does not identify any programmed allocations in the next 6 years for construction or right-of-way activities. FTIP ID LA0G1094 erroneously identifies that this project is associated with RTP ID 1TR1017, not 1TR1011.
- Page 5-5, CO Analysis: It is suggested that the CO analyses consider such stationary sources as the proposed parking facilities.
- Section 5.2.2.3: There are 4 Alternatives with significantly different alignments; but only one FTIP ID is identified for conformity demonstration. Which alignment is currently identified in the regional model for conformity demonstration and will the project be able to be amended to the FTIP (and RTP) if a different alignment is selected as a preferred alternative?

Biology

- It appears that many of the highway crossings are existing rail routes. However, we are concerned that construction activities associated with development or modification of highway crossings could have impacts to biological resources within Caltrans' right of way. Concerns include excavation and grading impacts, clearing and grubbing impacts, noise and vibration impacts from construction work and potential pile driving, impacts to nesting birds and roosting bats (including urban populations), invasive species impacts, as well as permanent impacts of the project footprint. If excavation and grading occur within Caltrans' right of way, these activities could impact small mammals, reptiles, and insects within our right of way.
- If rail constantly travels beneath our freeways through Caltrans' existing box tunnel structures, this could have permanent noise impacts which would affect nesting birds and roosting bats within joints and cracks in our freeway structure.
- If clearing and grubbing would occur within Caltrans' right of way, this could impact nesting birds, bats, and sensitive plant species within Caltrans' right of way. In addition, clearing and grubbing could cause a spread of invasive plant species within Caltrans' right of way. It could also impact large, mature trees that birds use for roosting, foraging, and breeding habitat.
- Invasive plant species are not discussed in the Final Biological Resources Impact Analysis Report, but should be addressed, not only for their propensity to spread, but also that no invasive species will be used in any planting plans.

- California Department of Fish and Wildlife has defined the nesting season for passerines as starting February 1. This is the date Caltrans uses as the beginning of the bird nesting season.

Communities and Neighborhoods/Environmental Justice

- Consider using tools like CalEPA's California Communities Environmental Health Screening Tool (CalEnviroScreen) or US EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN) to further investigate potential impacts to disadvantaged communities.
- Page 4-875 discusses that noise and vibration impacts to residential and other sensitive receptors remain adverse even after mitigation. We suggest including additional measures to further mitigate operational noise impacts from the project to nearby residents and other sensitive receptors.
- There are some discrepancies in the Environmental Justice discussion throughout the document. The Summary (Page S-74) states that for traffic operation, the project would result in a disproportionately high and adverse effect to the environmental justice community of Huntington Park, but the Environmental Justice section of the document states no disproportionately high and adverse effect. Similarly, environmental justice discussion pertinent to noise and vibration is confusing. We suggest revising the analysis to be consistent and to include additional measures to address any disproportionately high and adverse effects to environmental justice communities.

Corridor Management

- Pages 55, 211, 213, and 214: There are new proposed stations, park and ride facilities that are close to the on/off-ramps on Route 91 and Route 105. Should those on-/off-ramps be studied since there are more vehicle trips will be added to the on-/off-ramps?
- Page 224: Is this proposed new parking space?

Cultural

- Has the Revised Preliminary Cultural Resources Effects Report been submitted to the State Historic Preservation Officer (SHPO)? Please include the response or the proposed timeline for submittal and any comments or questions from SHPO or her staff regarding the proposed project when received. The document should discuss coordination with SHPO and other consulting parties and the outcome of the coordination.
- Caltrans has concerns about the Revised Preliminary Cultural Resources Effects Report in Appendix X regarding the expected effects and impacts to Century Freeway-

Transitway Historic District. Please disclose or describe expected effects and impacts to the Historic District and specify a requirement for design review and approval by a qualified historic Architect for the proposed four new bridge designs, post-construction replacement of character-defining landscape features or proposed Green Line platform alterations and improvements (including platform station improvements, elevators, escalators, stair enclosures, and soundwalls) for conformance with the Secretary of the Interior's Standards for Rehabilitation.

- The comments below address the analysis in Appendix X specifically, but they also apply to any summary in the EIS/EIR.

Effects/Impacts Analysis

- In Section 5, Effects/Impacts Analysis section of the technical report, please elaborate on the effects or impacts caused by the proposed project to the Century Freeway-Transitway Historic District. Caltrans disagrees that "The construction and operation of Alternatives 1, 2, 3, and 4 would result in no adverse effect/less than significant impacts to this historic property/historical resource and no minimization/mitigation measures are required" (page 5-166), given the proposed demolition of three contributing bridges and landscape and changes to the contributing light rail or to the mainline of the freeway lanes, which are each historic fabric of and were identified as contributing features to the Century Freeway-Transitway Historic District.

- Caltrans finds that the effects and impacts expected to be caused by the proposed project were not adequately discussed, and no build alternatives were analyzed that would avoid or lessen the effects and impacts that would be caused to the Century Freeway-Transitway Historic District. If the effects on to the Century Freeway-Transitway Historic District had been more thoroughly analyzed, the proposed project build alternatives would likely have been found to cause an adverse effect or impact to the historic district. Please revise the documents to adequately analyze the impacts of the project on the Century Freeway-Transitway Historic District.

- The term "reconstruction" is misused in the technical document and is potentially misleading in the context of historic preservation practice and actual project plans and measures. The National Park Service directs "Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location" (The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, 2017). Reconstruction as a treatment is not applicable to extant contributing features that are proposed for demolition and would subsequently be constructed in different configurations. "Rehabilitation" is likely the appropriate treatment to be used in designing the proposed new bridges. Each of the three bridges, Façade Avenue

Overcrossing, Century Boulevard UP and Arthur Avenue Pedestrian and Utility Overcrossing unless specified otherwise, can be expected to be replaced by bridges that possess different characteristics than the existing bridges including visual qualities, including overall appearances, widths, distances among them, immediate and surrounding settings, materials, workmanship and in some cases, uses of the existing bridges.

Century Boulevard UP Bridge

- Appendix X does not clearly disclose that the Century Boulevard UP bridge (approximately 30-foot-wide in its existing state) would be replaced by two separate bridges, which are expected to be 74 feet or more wide. Additionally, Caltrans disagrees with the statement under bridge modification that they "would be reconstructed to maintain the rhythm of bridges that occurs throughout district," because none of the existing, contributing bridges are spaced that closely, which means that the physical spacing seen by motorists, users of the light rail, and passersby would be changed. The statement that the bridges were "not identified as eligible for architecture or engineering" is incorrect and inconsistent with the Finding of Effect prepared for the I-105 ExpressLanes project (December 2020).

- Based on the distinctive bridge barrier designs and detailing, the FOE for the I-105 ExpressLanes project concluded that the bridge widenings with rehabilitation and reconstructed decorative barrier treatments was not expected to cause an adverse effect. However, the proposed bridge replacements at Century Boulevard UP bridge would include a 20-foot-wide freight bridge with no accommodation for an access road, which currently exists on the freight bridge. It would be adjacent to and require construction of a second, 46-foot-wide, separate light rail bridge with fewer than 10 feet separating the new bridges (Appendix B – SHPO Consultation), which would be considerably larger and wider than the existing single overcrossing. Additionally, no mention was made of the proposed appearances of the new bridges or comparisons between existing and proposed (*e.g.* rail height, bridge depth top-to bottom, numbers of bents, types of abutments, materials, colors and finishes). Proposed replacement bridges would further contain additional improvements including an unknown number of OCS poles and catenary wires that would be far different in appearance, and likely requiring higher fences and railings than existing.

- Access roads required by UPRR/BNSF for inspections, maintenance and passage are a minimum of 13 feet in width at present. The railroad specifies, "The outside edge of the Access Road shall be located a minimum of 27 feet from the centerline of the nearest existing or future track" (*UPRR/BNSF Guidelines for Railroad Grade Separation Projects,* May 2016). Those railroad guidelines also direct that "If a bridge maintenance structure is not provided, an Access Road with a turnaround shall be designed and constructed in conjunction with the grade separation bridge structure." Caltrans staff

expects that the replacement railroad bridge would be considerably be wider than depicted and analyzed. If no access road would be included, would turnarounds north and south of the proposed new railroad bridge be required as well? They should also be analyzed.

Light Rail Platform Alterations

- Proposed alterations to the extant light rail alignment and its width, the addition of a platform, canopies, elevator, escalator and stair enclosures (vertical circulation elements) as well as soundwalls depicted in the plans at the light rail platform and the demolition of existing historic fabric should be fully explained and designed to be differentiated and compatible with the existing facility, in conformance with the Secretary of the Interior's Standards for Rehabilitation, subject to review and approval by a qualified Historic Architect to avoid an adverse effect or an impact.

Cumulative Impact

- Please elaborate on the cumulative impacts to the Century Freeway-Transitway Historic District by other known projects with the proposed project. Proposed alterations to the I-105 ExpressLanes Project, I-105/I405 Tunnel Lighting, Rosa Park Station Improvement Project, Vermont Transit Corridor, Crenshaw/LAX Transit Project, Crenshaw Northern Extension Project, and Airport Metro Connector or C Line (Green) Extension to Torrance could each be expected to cause small effects and impacts to the Century Freeway-Transitway Historic District that could become cumulatively considerable, including both direct and indirect effects. How many bridges and light rail stations are proposed to be altered or demolished as parts of these recent and future projects?

Consulting Party Status Request

- Based on the identification of these Cultural Resources issues and as the legal owner of the I-105 Century Freeway-Transitway Historic District, Caltrans herewith requests consulting party status for this project under Section 106 of the National Historic Preservation Act, pursuant to 36 CFR Section 800.2 (a) (2), 800.2 (c) (5) and 800.3(f) (3). Please contact Caltrans Environmental, Cultural Resources unit with your agency's response and all project-related Cultural Resources technical reports, SHPO responses and environmental documents via e-mail at claudia.harbert@dot.ca.gov (subject line: Metro WSAB Project Consulting Party). Kindly consider and respond to this written consulting party request within 30 days of its receipt.

Section 4(f)

- The Section 4(f) determination for the Century Freeway-Transitway Historic District may change depending on whether effects are found to be adverse. If they are found to be

adverse, the Section 4(f) analysis should be an individual evaluation rather than *de minimis*.

Visual/Aesthetics

- On pages 24 and 25, it is difficult to distinguish between the symbols for at-grade, underground and aerial.
- Structures within Caltrans right of way (including aerial structures crossing over freeways) shall have aesthetic treatment commensurate with aesthetic enhancements provided to municipalities and Metro facilities. Aesthetics on structures should have concurrence from Caltrans Engineering Services (DES) and the project Landscape Architect.
- Landscaping disturbed by the project shall be replaced in kind or as agreed upon by the Caltrans project Landscape Architect. Any irrigation disturbed by the project shall be replaced or repaired to be fully functional and connected to the remainder of the irrigation system. Any bare soil will be given a suitable ground cover of planting, hardscape or a 4" deep layer of mulch, with the concurrence of the Caltrans project Landscape Architect.
- Sound walls placed within the State right of way shall have suitable aesthetic design, with the concurrence of the Caltrans project Landscape Architect.

Hydraulics/Water Resources

- While most of the alternatives cross Caltrans freeways, there was no mention of drainage impacts at Caltrans' freeway crossings. Are there any impacts to drainages at those locations? If so, what will be the impact and how it will be mitigated?

General

- Please indicate in the document that Caltrans will be a cooperating agency under NEPA and a responsible agency under CEQA.

Thank you for considering our comments on the Draft EIS/EIR. If you have any questions, please contact Thoa Le at thoa.le@dot.ca.gov.

Sincerely,

RON KOSINSKI
District Director
Division of Environmental Planning

U.S. Department of Transportation
Federal Transit Administration

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

90 7th Street
Suite 15-300
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Los Angeles, CA 90017-5467
213-202-3950

October 26, 2021

Mr. Ron Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation, District 7
100 Main Street, Suite 100
Los Angeles, CA 90012

Re: Section 106 Consulting Party on West Santa Ana Branch Transit Corridor Project

Dear Mr. Kosinski:

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA), received comments on the West Santa Ana Branch Transit Corridor Project Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) from the California Department of Transportation, District 7 (Caltrans District 7), dated September 28, 2021. Caltrans District 7 has requested to be a consulting party for the West Santa Ana Branch Transit Corridor Project under Section 106 of the National Historic Preservation Act. Caltrans District 7 has also requested copies of project-related Cultural Resources technical reports, State Historic Preservation Officer responses and environmental documents.

The FTA and the LACMTA acknowledge Caltrans District 7 as a Section 106 consulting party based on Caltrans' knowledge of historic properties and potential effects within the Caltrans right-of-way. The Final EIS/EIR will include responses to the comments received on the Draft EIS/EIR. The LACMTA will reach out to discuss comments received from Caltrans District 7. The FTA, in coordination with the LACMTA, will provide Caltrans District 7 with copies of reports and documents as requested. The Draft EIS/EIR and technical reports also may be found on the project website at: https://www.metro.net/projects/west-santa-ana/.

If you have any questions, please contact Mr. Rusty Whisman, Transportation Program Specialist, at 213-202-3956, or by email at rusty.whisman@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator

APPENDIX D – ARCHAEOLOGICAL DEPARTMENT OF PARKS AND RECREATION 523 SERIES FORM CONFIDENTIAL - REDACTED

APPENDIX E – BUILT ENVIRONMENT SURVEY RESULTS TABLES

Table E.1. Built Environment Resources Recorded in the APE

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
1-001	414 E. Commercial St., Los Angeles, CA 90012	5173001017	1971	6Z	Northern; Alternative 1
1-002	462 E. Commercial St., Los Angeles, CA 90012 (no longer extant)	5173001905	1946	6Z	Northern; Alternative 1
1-003	Union Hardware and Metal Company/152 N Central Ave, Los Angeles, CA 90012 (*P-19-190550)	5161012905	1947	6Z	Northern; Alternative 1
1-004	432 E. Temple St., Los Angeles, CA 90012	5173008906	1952	6Z	Northern; Alternative 1
1-005	Atomic Café/416 E. 1St. St., Los Angeles, CA 90012 (no longer extant)	5161018902	1915	6Z	Northern; Alternative 1
1-006	900 N. Alameda St., Los Angeles, CA 90012	5409015016	1938	1S	Northern; Alternative 1
1-007	Los Angeles Union Station/750 N. Alameda St., Los Angeles, CA 90012	Var.	1939	1S	Northern; Alternative 1
2-001	Weiland Brewery Restaurant/142 S Central Ave, Los Angeles, CA 90012 (*P-19-190515) (no longer extant)	5161018907	1897	6Z	Northern; Alternative 1
2-002	510 E 2nd St., Los Angeles, CA 90012	5163009901	Ca. 1975	6Z	Northern; Alternative 1
2-003	216 S. Alameda St., Los Angeles, CA 90012	5163009005	1924	3D; 3S; 3CD; 3CS; 5D3; 5S3	Northern; Alternative 1
2-004	701 E. 3rd St., Los Angeles, CA 90013	5163009902	1924	3D; 3CD; 5D3	Northern; Alternative 1
2-005	312 S. Alameda St., Los Angeles, CA 90013	5163010002	1901	3D; 3CD; 5D3	Northern; Alternative 1
2-006	400 S. Alameda St., Los Angeles, CA 90013	5163026001	1908	3D; 3CD; 5D3	Northern; Alternative 1
2-007	410 S. Central Ave., Los Angeles, CA 90013	5147013016	1957	6Z	Northern; Alternative 1
2-008	422-426 S. Alameda St., Los Angeles, CA 90013	5163026002;5163026003;5163026004	1921	3D; 3CD; 5D3	Northern; Alternative 1

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
2-009	436 S. Alameda St., Los Angeles, CA 90013	5163026005	1921	3D; 3CD; 5D3	Northern; Alternative 1
2-010	440 S. Alameda St., Los Angeles, CA 90013	5163026006	1921	3D; 3CD; 5D3	Northern; Alternative 1
2-011	500 S. Alameda St., Los Angeles, CA 90013	5163027012	1949	3S; 3CS; 5S3	Northern; Alternative 1
2-012	450-500 S. Central Ave., Los Angeles, CA 90013	5147014005; 5147013014	1957	6Z	Northern; Alternative 1
2-013	542 S. Alameda St., Los Angeles, CA 90013	5163027011	1930	3D; 3S; 3CD; 3CS; 5D3; 5S3	Northern; Alternative 1
2-014	580 S Alameda St., Los Angeles, CA 90013	5164009001	1968	6Z	Northern; Alternative 1
2-015	Air Raid Siren No. 65/Wilde St. & Central Ave., Los Angeles, CA 90013	N/A	1940	3S; 3CS; 5S3	Northern; Alternative 2
2-016	1227 Industrial St., Los Angeles, CA 90021	5147033029	1977	6Z	Northern; Alternative 2
2-017	1338 E. 6th St., Los Angeles, CA 90021	5164010003; 5164010004; 5164010005	1963; 1968	6Z	Northern; Alternative 1
3-001	723 S. Flower St., Los Angeles, CA 90017	5144010017	1959	6Z	Northern; Alternative 2
3-002	757 S. Flower St., Los Angeles, CA 90017	5144010009	1948	3S; 3CS; 5S3	Northern; Alternative 2
3-003	700 S Flower St., Los Angeles, CA 90017	5144010402	Ca. 1975	6Z	Northern; Alternative 2
3-004	801 S. Flower St., Los Angeles, CA 90017	5144021029	1931	3CS; 5S3	Northern; Alternative 2
3-005	754 S. Hope St., Los Angeles, CA 90017	5144011009	1970	6Z	Northern; Alternative 2
3-006	Air Raid Siren No. 5/W 8th St. & Hope St., Los Angeles, CA 90017	N/A	1940	3S; 3CS; 5S3	Northern; Alternative 2
3-007	South Hope Street Streetlights/S Hope St. at W 8th St., Los Angeles, CA 90017	N/A	1925	5S3	Northern; Alternative 2
3-008	423 W. 8th St., Los Angeles, CA 90014	5144013028	1906	3CS; 5S3	Northern; Alternative 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
3-009	419 1/2 W. 8th St., Los Angeles, CA 90014	5144013029	1905	3CS; 5S3	Northern; Alternative 2
3-010	416 W. 8th St., Los Angeles, CA 90014	5144018030	1924	3S; 3CS; 5S3	Northern; Alternative 2
3-011	801 S. Hill St., Los Angeles, CA 90012	5144018031	1968	6Z	Northern; Alternative 2
3-012	815 S. Hill St., Los Angeles, CA 90014	5144018029	1965-1966	6Z	Northern; Alternative 2
3-013	313 W. 8th St., Los Angeles, CA 90014	5144014026	1917	3S; 3CS; 5S3	Northern; Alternative 2
3-014	801 S. Spring St., Los Angeles, CA 90014	5144016058	1922	3S; 3CS; 5S3	Northern; Alternative 2
3-015	756 S. Spring St., Los Angeles, CA 90014	5144015228	1922	3S; 3CS; 5S1	Northern; Alternative 2
3-016	South Main Street Streetlights/S Main St. at E 8th St., Los Angeles, CA 90014	N/A	1925	5S3	Northern; Alternative 2
3-017	810 S. Spring St., Los Angeles, CA 90012	5144016044	1924	3S; 3CS; 5S1	Northern; Alternative 2
3-018	752 S. Main St., Los Angeles, CA 90014	5145001012	1910	3CS; 5S3	Northern; Alternative 2
3-019	812 S. Spring St., No 5 Los Angeles, CA 90014	5144016073	1914	5S1	Northern; Alternative 2
3-020	763 S. Los Angeles St., Los Angeles, CA 90014	5145001014	1910	6Z	Northern; Alternative 2
3-021	801 S. Los Angeles St., Los Angeles, CA 90014	5145014001	1923	3CS; 5S3	Northern; Alternative 2
3-022	809 S. Los Angeles St., Los Angeles, CA 90014	5145014007	1919	3CS; 5S3	Northern; Alternative 2
3-023	760 S. Hill St., No 204 Los Angeles, CA 90014	5144014051	1928	2S3; 5S1	Northern; Alternative 2
3-024	403 W. 8th St., Los Angeles, CA 90014	5144013033	1929	1S; 5S1	Northern; Alternative 2
3-025	301 W. 8th St., Los Angeles, CA 90014	5144014027	1915	1D; 2D2	Northern; Alternative 2
3-026	756 S. Broadway, No Cu-2 Los Angeles, CA 90014	5144015057	1913	1D; 2S2; 5S1	Northern; Alternative 2
3-027	800 S. Broadway, Los Angeles, CA 90014	5144016067	1927	1D; 2D2; 5S1	Northern; Alternative 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
3-028	801 S. Broadway, Los Angeles, CA 90014	5144017030	1918	1D; 2D2; 3S; 5S1	Northern; Alternative 2
3-029	810-830 S. Flower St., Los Angeles, CA 90017	5144020040; 5144020193	Var.	1S; 2S3; 5S1	Northern; Alternative 2
3-030	800 W. 7th St., Los Angeles, CA 90017	5144010022	1925	2S2; 5S1; 3D; 3CD; 5D3	Northern; Alternative 2
4-001	Air Raid Siren No. 10/Los Angeles St. & E 8th St., Los Angeles, CA 90014	N/A	1940	3S; 3CS; 5S3	Northern; Alternative 2
4-002	309 E. 8th St., Los Angeles, CA 90014	5145003009	1914	6Z	Northern; Alternative 2
4-003	214 E. 8th St., Los Angeles, CA 90014	5145013004	1923	6Z	Northern; Alternative 2
4-004	401 E. 8th St., Los Angeles, CA 90014	5145004037	1947	6Z	Northern; Alternative 2
4-005	767 Wall St., Los Angeles, CA 90014	5145004029	1924	6Z	Northern; Alternative 2
4-006	771 Wall St., Los Angeles, CA 90014	5145004038	1920	6Z	Northern; Alternative 2
4-007	508 E. 8th St., Los Angeles, CA 90014	5145010027	1924	3S; 3CS; 5S3	Northern; Alternative 2
4-008	700 Block San Julian St Los Angeles, CA 90014	5145008019	1957	6Z	Northern; Alternative 2
4-009	767 S. San Pedro St., Los Angeles, CA 90014	5145008007	1902	6Z	Northern; Alternative 2
4-010	771 S. San Pedro St., Los Angeles, CA 90014	5145008008	1928	6Z	Northern; Alternative 2
4-011	787 S. San Pedro St., Los Angeles, CA 90014	5145008012	1921	6Z	Northern; Alternative 2
4-012	757 Crocker St., Los Angeles, CA 90021	5146026032	1976	6Z	Northern; Alternative 2
4-013	743 Towne Ave., Los Angeles, CA 90021	5146032049; 5146032047	1936; 1967	6Z	Northern; Alternative 2
4-014	768 S. San Pedro St., Los Angeles, CA 90014	5146026031	1925	6Z	Northern; Alternative 2
4-015	721 Stanford Ave., Los Angeles, CA 90021	5146031043	1969	6Z	Northern; Alternative 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
4-016	734 Towne Ave., Los Angeles, CA 90021	5146031031	1949	6Z	Northern; Alternative 2
4-017	723 Stanford Ave., Los Angeles, CA 90021	5146031042	1965	6Z	Northern; Alternative 2
4-018	760 Crocker St., Los Angeles, CA 90021	5146027018	1960	6Z	Northern; Alternative 2
4-019	784 S. San Pedro St., Los Angeles, CA 90014	5146026019	1923	6Z	Northern; Alternative 2
4-020	725 Stanford Ave., Los Angeles, CA 90021	5146031045	1964	6Z	Northern; Alternative 2
4-021	740-746 Towne Ave., Los Angeles, CA 90021	5146031034; 5146031047	1929; 1971	3CS; 5S3	Northern; Alternative 2
4-022	737 Stanford Ave., Los Angeles, CA 90021	5146031046	1968	6Z	Northern; Alternative 2
4-023	722 Stanford Ave., Los Angeles, CA 90021	5146030056	1963	6Z	Northern; Alternative 2
4-024	1010 E. 7th St., Los Angeles, CA 90021	5146001002	1913	6Z	Northern; Alternative 2
4-025	651 Kohler St., Los Angeles, CA 90021	5147032032	1964	6Z	Northern; Alternative 2
4-026	1207 Industrial St., Los Angeles, CA 90021	5147033012	1948	6Z	Northern; Alternative 2
4-027	1018 E. 7th St., Los Angeles, CA 90021	5146001027	1968	6Z	Northern; Alternative 2
4-028	1107 E. 7th St., Los Angeles, CA 90021	5147032038	1922	6Z	Northern; Alternative 2
4-029	718 Gladys Ave., Los Angeles, CA 90021	5146001030	1911	6Z	Northern; Alternative 2
4-030	711 Ceres Ave., Los Angeles, CA 90021	5146001029	1970	6Z	Northern; Alternative 2
4-031	1200 Industrial St., Los Angeles, CA 90021	5147034012	1978	6Z	Northern; Alternative 2
4-032	675 Kohler St., Los Angeles, CA 90021	5147032001	1922	6Z	Northern; Alternative 2
4-033	1104 1/2 E. 7th St., Los Angeles, CA 90021	5146004034	1924	6Z	Northern; Alternative 2
4-034	722 Gladys Ave., Los Angeles, CA 90021	5146001035	1961	6Z	Northern; Alternative 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
4-035	748 Stanford Ave., Los Angeles, CA 90021	5146030046	1906	6Z	Northern; Alternative 2
4-036	719 Ceres Ave., Los Angeles, CA 90021	5146001028	1963	6Z	Northern; Alternative 2
4-037	315 E. 8th St., No 403 Los Angeles, CA 90014	5145003037	1925	1S; 5S1	Northern; Alternative 2
4-038	217 E. 8th St., Los Angeles, CA 90014	5145003089	1922	1S; 5S1	Northern; Alternative 2
4-039	840 S, Santee St., Los Angeles, CA 90015	5145012025	1926	3S; 3CS; 5S3	Northern; Alternative 2
5-001	1614 E. 7th St., Los Angeles, CA 90021	5166034008	1970	6Z	Northern; Alternative 1 & 2
5-002	780 S. Alameda St., Los Angeles, CA 90021	5166031015	1970	6Z	Northern; Alternative 1 & 2
5-003	Air Raid Siren No. 189/McGarry St. & E 8th St., Los Angeles, CA 90021	N/A	1940	3S; 3CS; 5S3	Northern; Alternative 1 & 2
5-004	1753 E. Olympic Blvd., Los Angeles, CA 90021	5146010012	1912	3S; 3CS; 5S3	Northern; Alternative 1 & 2
5-005	1731 E. Olympic Blvd., Los Angeles, CA 90021	5146010015	1969	5S3	Northern; Alternative 1 & 2
5-006	944 Long Beach Ave., Los Angeles, CA 90021	5130023014;5130023013	1929	6Z	Northern; Alternative 1 & 2
5-007	1210 Long Beach Ave., Los Angeles, CA 90021	5130023011	1912	6Z	Northern; Alternative 1 & 2
5-008	1218 Long Beach Ave., Los Angeles, CA 90021	5130023010	1928	6Z	Northern; Alternative 1 & 2
5-009	1250 Long Beach Ave., Los Angeles, CA 90021	5130023045	1906	3S; 3CS; 5S3	Northern; Alternative 1 & 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
5-010	777 South Alameda Street/1312 East 7th Street, Los Angeles, CA 90021 (Los Angeles Union Terminal District/*P-19-173255)	5146009007;5146009003;	1917	2D2	Northern; Alternative 1 & 2
6-001	1636 E. 14th St., Los Angeles, CA 90021	5130020014	1927; 1939	6Z	Northern; Alternative 1 & 2
6-002	1400 Long Beach Ave., Los Angeles, CA 90021	5130021018; 5130021001	Var.	6Z	Northern; Alternative 1 & 2
6-003	1609 E. 15th St., No 15 Los Angeles, CA 90021	5130019032	1973	6Z	Northern; Alternative 1 & 2
6-004	1608 15th Street, Los Angeles, CA 90021	5130017015	1924	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-005	1524 Long Beach Ave., Los Angeles, CA 90021	5167002032	1939	6Z	Northern; Alternative 1 & 2
6-006	1600 Compton Ave., Los Angeles, CA 90021	5129021024	1923	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-007	1614 Long Beach Ave., Los Angeles, CA 90021	5167002036	1952	6Z	Northern; Alternative 1 & 2
6-008	1600 E. Washington Blvd., Los Angeles, CA 90021	5129014013; 5129014015; 5129014017	1919; 1938	6Z	Northern; Alternative 1 & 2
6-009	1560 E. 20th St., Los Angeles, CA 90011	5129014020; 5118001027	Var.	6Z	Northern; Alternative 1 & 2
6-010	1944 Compton Ave., Los Angeles, CA 90011	5129014009	1958	6Z	Northern; Alternative 1 & 2
6-011	1957 Long Beach Ave., Los Angeles, CA 90058	5129014018	1948	6Z	Northern; Alternative 1 & 2
6-012	1707 E. 20th St., Los Angeles, CA 90058	5167013008	1962	6Z	Northern; Alternative 1 & 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
6-013	2050 Long Beach Ave., Los Angeles, CA 90058	5167014018	1956	6Z	Northern; Alternative 1 & 2
6-014	2001 S. Alameda St., Los Angeles, CA 90058	5167014008	1925	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-015	1700 E. 21 St., St., Los Angeles, CA 90058	5167014019	1959	6Z	Northern; Alternative 1 & 2
6-016	2120 Long Beach Ave., Los Angeles, CA 90058	5167014049	1963	6Z	Northern; Alternative 1 & 2
6-017	2201 Long Beach Ave., Los Angeles, CA 90058	5118023001	1947	6Z	Northern; Alternative 1 & 2
6-018	1705 E. 23 Rd., St., Los Angeles, CA 90058	5167015023	1915	6Z	Northern; Alternative 1 & 2
6-019	2231 Long Beach Ave., Los Angeles, CA 90058	5118023030	1962	6Z	Northern; Alternative 1 & 2
6-020	Air Raid Siren No. 70/E 24th St. & Long Beach Ave., Los Angeles, CA 90011	N/A	1940	3S; 3CS; 5S3	Northern; Alternative 1 & 2
6-021	Pacific Electric Railway, Butte Street Yard Siding, Los Angeles, CA 90011	Var.	1907	6Z	Northern; Alternative 1 & 2
6-022	Pacific Electric Long Beach Line, Los Angeles, CA	Var.	1901-02	6Z	Northern; Alternative 1, 2 & 3
7-001	Santa Monica Air Line Grade Crossing, Los Angeles, CA 90011	N/A	Ca. 1900	6Z	Northern; Alternative 1 & 2
7-002	2649 Long Beach Ave., Los Angeles, CA 90058	5117003032	1960	6Z	Northern; Alternative 1 & 2
7-003	2727 Long Beach Ave., Los Angeles, CA 90058	5117004042	1973	6Z	Northern; Alternative 1 & 2
7-004	3248-3312 Long Beach Ave., Los Angeles, CA 90058	5117017018; 5117018001	Ca. 1954	6Z	Northern; Alternative 1 & 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
7-005	4009 Long Beach Ave., Los Angeles, CA 90058	5117011011	1958	6Z	Northern; Alternative 1 & 2
7-006	4175 Long Beach Ave., Los Angeles, CA 90058	5116014014	1948	6Z	Northern; Alternative 1 & 2
7-007	4312 Honduras St., Los Angeles, CA 90011	5116021009	1950	6Z	Northern; Alternative 1 & 2
7-008	4339 Long Beach Ave., Los Angeles, CA 90058	5116021020	1968	6Z	Northern; Alternative 1 & 2
8-001	4426 Long Beach Ave., Los Angeles, CA 90058	5106004011	1920	6Z	Northern; Alternative 1 & 2
8-002	4432-4436 Long Beach Ave., Los Angeles, CA 90058	5106004012; 5106004013	1947	6Z	Northern; Alternative 1 & 2
8-003	4452 Honduras St., Los Angeles, CA 90011	5106004025	1963	6Z	Northern; Alternative 1 & 2
8-004	4500 Honduras St., Los Angeles, CA 90011	5106010001	1921	6Z	Northern; Alternative 1 & 2
8-005	4516 Honduras St., Los Angeles, CA 90011	5106010006	1903	6Z	Northern; Alternative 1 & 2
8-006	4520 Long Beach Ave., Los Angeles, CA 90058	5106007023	N/A	6Z	Northern; Alternative 1 & 2
8-007	Roberts Recreation Center, Los Angeles, CA 90011	5106010900	1959	6Z	Northern; Alternative 1 & 2
8-008	4816 Long Beach Ave., Los Angeles, CA 90058	5106009044	1969	6Z	Northern; Alternative 1 & 2
8-009	4903 Long Beach Ave., Los Angeles, CA 90058	5106021016	1966	6Z	Northern; Alternative 1 & 2
8-010	5017 Long Beach Ave., Los Angeles, CA 90058	5106024009	1914	6Z	Northern; Alternative 1 & 2

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
8-011	5053 Long Beach Ave., Los Angeles, CA 90058	5106024018	1914	6Z	Northern; Alternative 1 & 2
8-012	1647 E. 53Rd., St., Los Angeles, CA 90011	5105001031	1918	6Z	Northern; Alternative 1 & 2
8-013	Pueblo Del Rio Public Housing Complex, Long Beach Avenue, Los Angeles, CA 90058 (*P 19-188179)	5105005900;5105006900;5105006901;5105006902;5106027901	1941	2S2	Northern; Alternative 1,2 & 3
8-014	5501 Long Beach Ave., Los Angeles, CA 90058	5105014001	1922	6Z	Northern; Alternative 1,2 & 3
8-015	5511 Long Beach Ave., Los Angeles, CA 90058	5105014029	1963	6Z	Northern; Alternative 1,2 & 3
8-016	5521 Long Beach Ave., Los Angeles, CA 90058	5105014005	1964	6Z	Northern; Alternative 1,2 & 3
8-017	5533 Long Beach Ave., Los Angeles, CA 90058	5105014031	1947	6Z	Northern; Alternative 1,2 & 3
8-018	5528-5532 Long Beach Ave., Los Angeles, CA 90058	5105013020; 5105013021	1941	6Z	Northern; Alternative 1,2 & 3
9-001	5549 Long Beach Ave., Los Angeles, CA 90058	5105014011	1963	6Z	Northern; Alternative 1,2 & 3
9-002	5707 Long Beach Ave., Los Angeles, CA 90058	5105020003	1951	6Z	Northern; Alternative 1,2 & 3
9-003	5718 Long Beach Avenue East, Los Angeles, CA 90058	5105021022	1925	6Z	Northern; Alternative 1,2 & 3
9-004	5726 Long Beach Ave., Los Angeles, CA 90058	5105021028	1953	6Z	Northern; Alternative 1,2 & 3
9-005	5727-5729 Duarte St., Los Angeles, CA 90058	5105021010	1941; 1956	6Z	Northern; Alternative 1,2 & 3
9-006	5730 Long Beach Ave., Los Angeles, CA 90058	5105021019	1924	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
9-007	5735 Duarte St., Los Angeles, CA 90058	5105021011	1924	6Z	Northern; Alternative 1,2 & 3
9-008	5738 Long Beach Ave., Los Angeles, CA 90058	5105021018	1952	6Z	Northern; Alternative 1,2 & 3
9-009	1655 E. Slauson Ave., Los Angeles, CA 90011	5105020013	1947	6Z	Northern; Alternative 1,2 & 3
9-010	1717 E. Slauson Ave., Los Angeles, CA 90058	5105021030	1941	6Z	Northern; Alternative 1,2 & 3
9-011	Atchison, Topeka & Santa Fe Railroad Redondo Branch	Var.	1888	6Z	Northern; Alternative 1,2 & 3
9-012	1700 E. 58th Pl., Los Angeles, CA 90001	6009002029	1924	6Z	Northern; Alternative 1,2 & 3
9-013	1829-1845 Randolph St Los Angeles, CA 90001	6009004013; 6009004015; 6009004016	1945-1947	6Z	Northern; Alternative 1,2 & 3
9-015	1978 Belgrave., Ave., Huntington Park, CA 90255	6321007015; 6321007016; 6321007017	Var.	3S; 3CS; 5S3	Northern; Alternative 1,2 & 3
9-016	1667 E. 59th St., Los Angeles, CA 90001	6008038022	1941	6Z	Northern; Alternative 1,2 & 3
9-017	2010 Belgrave., Ave., Huntington Park, CA 90255	6321007011; 6321007012	1947-1950	6Z	Northern; Alternative 1,2 & 3
9-018	5906 Junction St., Los Angeles, CA 90001	6009006015	1910	6Z	Northern; Alternative 1,2 & 3
9-019	1921 Randolph St., Huntington Park, CA 90001	6009030002	1944	6Z	Northern; Alternative 1,2 & 3
9-020	1664 E. 59th St., Los Angeles, CA 90001	6008038026	1923	6Z	Northern; Alternative 1,2 & 3
9-021	5900 Wilmington Ave., Huntington Park, CA 90001	6009031006	1952-1955	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
9-022	1844 Randolph St., Huntington Park, CA 90001	6009005016	1954	6Z	Northern; Alternative 1,2 & 3
9-023	5909 Lillian St., Los Angeles, CA 90001	6009005902	Var.	6Z	Northern; Alternative 1,2 & 3
9-024	5927 Junction St., Los Angeles, CA 90001	6009006021	1908	6Z	Northern; Alternative 1,2 & 3
9-025	1663 1/2 E. 60th St., Los Angeles, CA 90001	6008038030	1924	6Z	Northern; Alternative 1,2 & 3
9-026	5931 Junction St., Los Angeles, CA 90001	6009006020	1913	6Z	Northern; Alternative 1,2 & 3
9-027	1665 E. 60th St., Los Angeles, CA 90001	6008038031	1923	6Z	Northern; Alternative 1,2 & 3
9-028	5933 Junction St., Los Angeles, CA 90001	6009006019	1910	6Z	Northern; Alternative 1,2 & 3
9-029	Pacific Electric Whittier Line, Los Angeles, CA 90001	Var.	1903-1904	6Z	Northern; Alternative 1,2 & 3
9-030	5726 Morgan Ave., Los Angeles, CA 90001	5105020026	1952	6Z	Northern; Alternative 1,2 & 3
9-031	5730 Morgan Ave., Los Angeles, CA 90001	5105020025	1966	6Z	Northern; Alternative 1,2 & 3
9-032	5738 Morgan Ave., Los Angeles, CA 90001	5105020023	1910	6Z	Northern; Alternative 1,2 & 3
9-033	1651 Slauson Ave., Los Angeles, CA 90001	5105020014	1931	6Z	Northern; Alternative 1,2 & 3
9-034	L & F Machine Shop – 2110 Belgrave Ave., Huntington Park, CA 90255	6321006025	1922	3S; 3CS; 5S3	Northern; Alternative 1,2 & 3
9-035	5925 S. Alameda St., Huntington Park, CA 90255	6009030013; 6009030014	1966	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
9-036	5531 Duarte St., Vernon, CA 90058	5105013007	1947	6Z	Northern; Alternative 1,2 & 3
10-001	2315 Randolph St., Huntington Park, CA 90255	6321004017	1921	6Z	Northern; Alternative 1,2 & 3
10-002	6026 Malabar St., Huntington Park, CA 90255	6320015007	1955	6Z	Northern; Alternative 1,2 & 3
10-003	6032 Malabar St., No A Huntington Park, CA 90255	6320015014	1960	6Z	Northern; Alternative 1,2 & 3
10-004	2455 Randolph St., Huntington Park, CA 90255	6320016010	1919	6Z	Northern; Alternative 1,2 & 3
10-005	2471 Randolph St., Huntington Park, CA 90255	6320016013	1924	6Z	Northern; Alternative 1,2 & 3
10-006	2515 Randolph St., Huntington Park, CA 90255	6320015016	1968	6Z	Northern; Alternative 1,2 & 3
10-007	2521 Randolph St., Huntington Park, CA 90255	6320015017	1924	6Z	Northern; Alternative 1,2 & 3
10-008	2503 Randolph St., Huntington Park, CA 90255	6320015013	1947	6Z	Northern; Alternative 1,2 & 3
10-009	6039-6049 Rugby Ave., Huntington Park, CA 90255	6320015018; 6320015019; 6320015020	Var.	6Z	Northern; Alternative 1,2 & 3
10-010	6043 Seville Ave., Huntington Park, CA 90255	6320012020	1961	6Z	Northern; Alternative 1,2 & 3
10-011	6049 Stafford Ave., Huntington Park, CA 90255	6320011019	1961	6Z	Northern; Alternative 1,2 & 3
10-012	6101 Santa Fe Ave., Huntington Park, CA 90255	6321011035; 6321011900	1928	3S; 3CS; 5S3	Northern; Alternative 1,2 & 3
10-013	2765 Randolph St., Huntington Park, CA 90255	6320010025	1953	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
10-014	6119 Santa Fe Ave., Huntington Park, CA 90255	6321011022	1923	6Z	Northern; Alternative 1,2 & 3
10-015	6124 Pacific Blvd., Huntington Park, CA 90255	6320021011; 6320021007	Var.	6Z	Northern; Alternative 1,2 & 3
10-016	6102 Miles Ave., Huntington Park, CA 90255	6319001001	1925	6Z	Northern; Alternative 1,2 & 3
10-017	2860 Randolph St., Huntington Park, CA 90255	6319001002	1926	3S; 3CS; 5S3	Northern; Alternative 1,2 & 3
10-018	2629 Clarendon Ave., Huntington Park, CA 90255	6320021019; 6320021020	1961	6Z	Northern; Alternative 1,2 & 3
10-019	2672-2680 Randolph St., Huntington Park, CA 90255	6320022011; 6320022010	1952	6Z	Northern; Alternative 1,2 & 3
10-020	2569 Clarendon Ave. Huntington Park, CA 90255	6320020026	1932	6Z	Northern; Alternative 1,2 & 3
10-021	Huntington Park High School – 6020 Miles Ave., Huntington Park, CA 90255	6310019904	Var.	3S; 3CS; 5S	Northern; Alternative 1,2 & 3
10-022	2205 Randolph St., Huntington Park, CA 90255	6321004012	1948	6Z	Northern; Alternative 1,2 & 3
10-023	2468 Randolph St., Huntington Park, CA 90255	6320018016	1914	6Z	Northern; Alternative 1,2 & 3
10-024	6101 Malabar St., Huntington Park, CA 90255	6320018018	1923	6Z	Northern; Alternative 1,2 & 3
10-025	2502 Randolph St., Huntington Park, CA 90255	6320019012	1959	6Z	Northern; Alternative 1,2 & 3
10-026	2512 Randolph St., Huntington Park, CA 90255	6320019013	1907	6Z	Northern; Alternative 1,2 & 3
10-027	2518 Randolph St., Huntington Park, CA 90255	6320019014	1922	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
10-028	6049 Rugby Ave., Huntington Park, CA 90255	6320015020	ca. 1952-1956	6Z	Northern; Alternative 1,2 & 3
10-029	2664 Randolph St., Huntington Park, CA 90255	6320022008	1964	6Z	Northern; Alternative 1,2 & 3
11-001	6023 Alcoa Ave., Vernon, CA 90058	6310027027	1937	6Z	Northern; Alternative 1,2 & 3
11-002	6101 State St., Huntington Park, CA 90255	6310025042	1974	6Z	Northern; Alternative 1,2 & 3
11-003	3041-3043 Randolph St., Huntington Park, CA 90255	6310025049	1927	6Z	Northern; Alternative 1,2 & 3
11-004	3047 Randolph St., Huntington Park, CA 90255	6310025048	1929	6Z	Northern; Alternative 1,2 & 3
11-005	3053 Randolph St., Unit A Huntington Park, CA 90255	6310025047	1924	6Z	Northern; Alternative 1,2 & 3
11-006	3061 Randolph St., Huntington Park, CA 90255	6310025046	1976	6Z	Northern; Alternative 1,2 & 3
11-007	3063 Randolph St., Huntington Park, CA 90255	6310025045	1976	6Z	Northern; Alternative 1,2 & 3
11-008	3067 Randolph St., Huntington Park, CA 90255	6310025044	1922	6Z	Northern; Alternative 1,2 & 3
11-009	3073 Randolph St., Huntington Park, CA 90255	6310025043	1921	6Z	Northern; Alternative 1,2 & 3
11-010	3070 Randolph St., Huntington Park, CA 90255	6319008039	1928	6Z	Northern; Alternative 1,2 & 3
11-011	6210 Cedar St., Unit A Huntington Park, CA 90255	6319008038	1923	6Z	Northern; Alternative 1,2 & 3
11-012	6214 Cedar St., Huntington Park, CA 90255	6319008037	1923	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
11-013	6215 State St., Huntington Park, CA 90255	6319008004	1941	6Z	Northern; Alternative 1,2 & 3
11-014	LADWP Velasco to Century 230kV Transmission Line, Huntington Park, CA 90255	N/A	1924-1927	6Z	Northern; Alternative 1,2 & 3
11-015	6221 State St., Huntington Park, CA 90255	6319008005	1941	6Z	Northern; Alternative 1,2 & 3
11-016	SCE Randolph Substation/3350 Randolph St., Huntington Park, CA 90255	6319021801	1930	3S; 3CS; 5S3	Northern; Alternative 1,2 & 3
11-017	3380 Randolph St., Huntington Park, CA 90255	Var.	Var.	6Z	Northern; Alternative 1,2 & 3
11-018	6300 State St., Huntington Park, CA 90255	6319009014	1929	3S, 3CS, 5S3	Northern; Alternative 1,2 & 3
11-019	6301 Benson St., Huntington Park, CA 90255	6319009031	1927	6Z	Northern; Alternative 1,2 & 3
11-020	Los Angeles Terminal Railway San Pedro Division	Var.	1837-1892	6Z	Northern; Alternative 1,2,3 & 4
11-021	3383 E. Gage Ave., Huntington Park, CA 90255	6319021005	1944-1951	6Z	Northern; Alternative 1,2 & 3
11-22	5991 Alcoa Ave., Vernon, CA 90058	6310027026	1941	6Z	Northern; Alternative 1,2 & 3
13-001	6231 Maywood Ave., Huntington Park, CA 90255	6318007006	1935	3CS; 5S3	Northern; Alternative 1,2 & 3
13-002	6329 Maywood Ave., Huntington Park, CA 90255	6318007002	1917	6Z	Northern; Alternative 1,2 & 3
13-003	3477 E. Gage Ave., Huntington Park, CA 90255	6318007001	1960	3CS; 5S3	Northern; Alternative 1,2 & 3
13-004	6421 Lucille Ave., Bell, CA 90201	6324013020	1925	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
13-005	3506 Nevada St., Bell, CA 90201	6324012010	1964	6Z	Northern; Alternative 1,2 & 3
13-006	3501-3505 Bell Ave., Bell, CA 90201	6324012007; 6324012008	1948-1949	6Z	Northern; Alternative 1,2 & 3
13-007	3382 E. Gage Ave., / 6411 Salt Lake Ave., Huntington Park, CA 90255	6324015001	1928; 1949	6Z	Northern; Alternative 1,2 & 3
13-008	3376 E. Gage Ave., Huntington Park, CA 90255	6324015002	1926; 1945	6Z	Northern; Alternative 1,2 & 3
13-009	3372 E. Gage Ave., Huntington Park, CA 90255	6324015003	1947	6Z	Northern; Alternative 1,2 &3
13-010	3418 Bell Ave., Bell, CA 90201	6324017018	1924	6Z	Northern; Alternative 1,2 & 3
13-011	3412 Bell Ave., Bell, CA 90201	6324017016	1963	6Z	Northern; Alternative 1,2 & 3
13-012	3410 Bell Ave., Bell, CA 90201	6324017027	1935; 1962	6Z	Northern; Alternative 1,2 & 3
13-013	Salt Lake Park, Huntington Park, CA 90255	6324034270	1952-2014	6Z	Northern; Alternative 1,2 & 3
14-001	Water Storage Tank at Florence and California Avenues, Huntington Park, CA 90255	6225001903	Var.	6Z	Northern; Alternative 1,2 & 3
15-001	Huntington Park Well # 12, Huntington Park, CA 90255	6214030907	1938-1950	6Z	Northern; Alternative 1,2 & 3
15-002	8100 Otis St., South Gate, CA 90280	6215004001	1948	6Z	Southern; Alternative 1,2 & 3
15-003	8114 Otis St., South Gate, CA 90280	6215004002	1956	6Z	Southern; Alternative 1,2 & 3
15-004	8126 Otis St., South Gate, CA 90280	6215004020	1959	6Z	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
15-005	4418 Santa Ana St., Cudahy, CA 90201	6224020015	1970	6Z	Southern; Alternative 1,2 & 3
15-006	8130 Otis St., South Gate, CA 90280	6215004005	1952	6Z	Southern; Alternative 1,2 & 3
15-007	4446 Santa Ana St., Cudahy, CA 90201	6224020004	1926	6Z	Southern; Alternative 1,2 & 3
15-008	8136 Otis St., South Gate, CA 90280	6215004006	1941	6Z	Southern; Alternative 1,2 & 3
15-009	8142 Otis St., South Gate, CA 90280	6215004007	1941	6Z	Southern; Alternative 1,2 & 3
15-010	8146 Otis St., South Gate, CA 90280	6215004008	1941	6Z	Southern; Alternative 1,2 & 3
15-011	8210 Salt Lake Ave., Cudahy, CA 90201	6224021011	1959	6Z	Southern; Alternative 1,2 & 3
15-012	4244 Santa Ana St., South Gate, CA 90280	6215003902	1952-1953	6Z	Southern; Alternative 1,2 & 3
15-013	8158 Otis St., South Gate, CA 90280	6215004011	1928	6Z	Southern; Alternative 1,2 & 3
15-014	8240 Salt Lake Ave., Cudahy, CA 90201	6224021008	1959	6Z	Southern; Alternative 1,2 & 3
15-015	4222 Santa Ana St., South Gate, CA 90280	6215003003	1927	6Z	Southern; Alternative 1,2 & 3
15-016	8160 Otis St., South Gate, CA 90280	6215004012	1947	6Z	Southern; Alternative 1,2 & 3
15-017	8250 Salt Lake Ave., Cudahy, CA 90201	6224021007	1965	6Z	Southern; Alternative 1,2 & 3
15-018	8172 Otis St., South Gate, CA 90280	6215004014	1941	6Z	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
15-019	8180 Otis St., South Gate, CA 90280	6215004016	1927	6Z	Southern; Alternative 1,2 & 3
15-020	4445 Ardine St., South Gate, CA 90280	6215002007	1937	6Z	Southern; Alternative 1,2 & 3
15-021	8194 Otis Street, South Gate, CA 90280	6215004019	1941	6Z	Southern; Alternative 1,2 & 3
15-022	8400 Otis Street, South Gate, CA 90280	6215005001	1949	6Z	Southern; Alternative 1,2 & 3
15-023	4525 Ardine St., South Gate, CA 90280	6215002008; 6215002014	1925	6Z	Southern; Alternative 1,2 & 3
15-024	4545 Ardine St., South Gate, CA 90280	6215002021; 6215002022	Var.	6Z	Southern; Alternative 1,2 & 3
15-025	4220 Liberty Blvd., South Gate, CA 90280	6215003004	1927	6Z	Southern; Alternative 1,2 & 3
15-026	8401 Quartz Ave., South Gate, CA 90280	6215003015	1931	6Z	Southern; Alternative 1,2 & 3
15-027	4452 Ardine St., South Gate, CA 90280	6215002013	1954	6Z	Southern; Alternative 1,2 & 3
15-028	4570-4610 Ardine St., South Gate, CA 90280	6215002017; 6215002018 6215002019	Var.	6Z	Southern; Alternative 1,2 & 3
15-029	Southern Pacific Santa Ana Branch South Gate, CA 90280	6216009800; 6216009801	1873-1875	6Z	Southern; Alternative 1,2 & 3
15-030	8437 Atlantic Ave., Cudahy, CA 90201	6224036006	1940	6Z	Southern; Alternative 1,2 & 3
15-031	7810 Otis Ave., Cudahy, CA 90201	6225031908	1962-1972	6Z	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
15-032	SCE Cudahy Substation – 7950 Salt Lake Avenue, Cudahy, CA 90255	6224007801; 6224007800	1928	3S; 3CS	Southern; Alternative 1,2 & 3
15-033	4620 Ardine St., Cudahy, CA 90201	6224036004	1955	6Z	Southern; Alternative 1, 2 & 3
16-001	8644 Atlantic Ave., South Gate, CA 90280	6216032040	1957	6Z	Southern; Alternative 1,2 & 3
16-002	8648 Atlantic Ave., South Gate, CA 90280	6216032039	1965	6Z	Southern; Alternative 1,2 & 3
16-003	8670 Atlantic Ave., South Gate, CA 90280	6216032043	1937	6Z	Southern; Alternative 1,2 & 3
16-004	8680 Atlantic Ave., South Gate, CA 90280	6216032037	1939	6Z	Southern; Alternative 1,2 & 3
16-005	4901 Manson St., South Gate, CA 90280	6216032042	1961	6Z	Southern; Alternative 1,2 & 3
16-006	4911 Mason St., South Gate, CA 90280	6216032025	1956	6Z	Southern; Alternative 1,2 & 3
16-007	4935 Mason St., South Gate, CA 90280	6216032035	1948	6Z	Southern; Alternative 1,2 & 3
16-008	4917 Firestone Blvd., South Gate, CA 90280	6216032046	1960	6Z	Southern; Alternative 1,2 & 3
16-009	4923 Firestone Blvd., South Gate, CA 90280	6216032007; 6216032008	1952-1962	6Z	Southern; Alternative 1,2 & 3
16-010	4931 Firestone Blvd., South Gate, CA 90280	6216032010	1946	6Z	Southern; Alternative 1,2 & 3
16-011	4933 Firestone Blvd., South Gate, CA 90280	6216032011	1945	6Z	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
16-012	4961-4943 Firestone Blvd., South Gate, CA 90280	Var.	1946	6Z	Southern; Alternative 1,2 & 3
16-013	4969 Firestone Blvd., South Gate, CA 90280	6216032017	1948	6Z	Southern; Alternative 1,2 & 3
16-014	4988 Firestone Blvd., South Gate, CA 90280	6222006027	1949	6Z	Southern; Alternative 1,2 & 3
16-015	5030 Firestone Blvd., South Gate, CA 90280	6222005024	1949	6Z	Southern; Alternative 1,2 & 3
16-016	5040 Firestone Blvd., South Gate, CA 90280	6222005023	1962	6Z	Southern; Alternative 1,2 & 3
16-017	9301 Rayo Ave., South Gate, CA 90280	6222005015	1953	6Z	Southern; Alternative 1,2 & 3
16-018	8990 Atlantic Ave., South Gate, CA 90280	6222005017	1981	6Z	Southern; Alternative 1,2 & 3
17-001	Bell Foundry/5310-5335 Southern Ave., South Gate, CA 90280	6222036004	Var.	6Z	Southern; Alternative 1,2 & 3
17-002	10001 W. Frontage Rd., South Gate, CA 90280	6222042013	1965	6Z	Southern; Alternative 1,2 & 3
17-003	10126 W. Frontage Rd., South Gate, CA 90280	6222042010; 6233003005	Var.	6Z	Southern; Alternative 1,2 & 3
17-004	LADWP 230 kV Transmission Line South Gate CA 90280	N/A	Var.	6Z	Southern; Alternative 1,2,3 & 4
17-005	LADWP Boulder Dam-Los Angeles 287.5 kV Transmission Line (*P-19-188983) South Gate, CA 90280	LADWP Boulder Dam-Los Angeles 287.5 kV Transmission Line (1936)	1936	1S	Southern; Alternative 1,2 & 3
17-006	Union Pacific Los Angeles River Rail Bridge South Gate, CA 90280	6222040903	1932	3S; 3CS; 5S3	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
18-001	10533 Sessler St., South Gate, CA 90280	Var.	Var.	6Z	Southern; Alternative 1,2 & 3
18-002	5631 Leeds St., South Gate, CA 90280	6233029001	1963	6Z	Southern; Alternative 1,2 & 3
18-003	10711 Sessler St., South Gate, CA 90280	6233026013	1965	6Z	Southern; Alternative 1,2 & 3
18-004	10735 Sessler St., South Gate, CA 90280	6233026014	1951	6Z	Southern; Alternative 1,2 & 3
18-005	10811 Ruchti Rd., South Gate, CA 90280	6233030013	1938	6Z	Southern; Alternative 1,2 & 3
18-006	10825 Sessler St., South Gate, CA 90280	6233026004	1951	6Z	Southern; Alternative 1,2 & 3
18-007	5715 Imperial Hwy., South Gate, CA 90280	6233026003	1957	6Z	Southern; Alternative 1,2 & 3
18-008	5800 Imperial Hwy., South Gate, CA 90280	6234004020	1966	6Z	Southern; Alternative 1,2 & 3
18-009	10925-10935 Vulcan St., South Gate, CA 90280	6234004021; 6234004022	1953	6Z	Southern; Alternative 1,2 & 3
18-010	11010 Garfield Pl., South Gate, CA 90280	6234006006, 6234006005, 6234006004, 6234006009, 6234006903, 6234006901	Var.	6Z	Southern; Alternative 1,2 & 3
18-011	11001 Vulcan St., South Gate, CA 90280	6234004042	1960	6Z	Southern; Alternative 1,2 & 3
18-012	11011 Vulcan St., South Gate, CA 90280	6234004036	1959	6Z	Southern; Alternative 1,2 & 3
18-013	11012 Garfield Ave., Downey, CA 90280	6245016929	Var.	6Z	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
18-014	11200 Garfield Ave., South Gate, CA 90280	6234006008	1971	6Z	Southern; Alternative 1,2 & 3
18-015	Union Pacific Rio Hondo Bridge, South Gate CA 90280	Var.	Ca. 1930	6Z	Southern; Alternative 1,2 & 3
18-016	SoCal Edison Co's Long Beach-Laguna Bell 66kV and 220 kV Transmission Lines (*P-19-192309) South Gate, CA 90280	Var.	1927-1928	2S2	Southern; Alternative 1,2 & 3
18-017	Rio Hondo Channel, South Gate, CA 90280	Var.	1951-1958	3S; 3CS; 5S3	Southern; Alternative 1,2 & 3
19-001	11258-11282 Garfield Ave., Downey, CA 90242	6245016926; 6245016927	1954-1963	6Z	Southern; Alternative 1,2 & 3
19-002	11616 Center St., South Gate, CA 90280	6243021021	1957	6Z	Southern; Alternative 1,2 & 3
19-003	11621 Center St., South Gate, CA 90280	6243019026	1976	6Z	Southern; Alternative 1,2 & 3
19-004	11708 Center St., South Gate, CA 90280	6243021020	1949	6Z	Southern; Alternative 1,2 & 3
19-005	5770 Jefferson Ave., South Gate, CA 90280	6243018017	1950	6Z	Southern; Alternative 1,2 & 3
19-006	11800 Center St., South Gate, CA 90280	6243021007	1942	6Z	Southern; Alternative 1,2 & 3
19-007	11915 Industrial Ave., South Gate, CA 90280	6243022009; 6243022018; 6243022020; 6243022021	Var.	6Z	Southern; Alternative 1,2 & 3
19-008	12025 Industrial Ave., South Gate, CA 90280	6243022017	1944	6Z	Southern; Alternative 1,2 & 3
19-009	5840 Main St., South Gate, CA 90280	6243026001	1948	6Z	Southern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
19-010	12106 Center St., South Gate, CA 90280	6243025019	1951	6Z	Southern; Alternative 1,2 & 3
19-011	12107 Industrial Ave., South Gate, CA 90280	6243026002	1953	6Z	Southern; Alternative 1,2 & 3
19-012	12128 Center Street South Gate, CA 90280	6243025029	1968	6Z	Southern; Alternative 1,2 & 3
19-013	Rancho Los Amigos Medical Center/7601 E. Imperial Hwy, Downey, CA 90242 (*P- 19-189330)	6245016934	1888-1945	2S2	Southern; Alternative 1,2 & 3
19-014	11518 Center St., South Gate, CA 90280	6243021016	1968	6Z	Southern Alternative 1,2 & 3
21-001	5798 Lincoln Ave., South Gate, CA 90280	6243012020	1942	6Z	Southern; Alternative 1,2 & 3
21-002	12340 Center St., South Gate, CA 90280	6243025028	1960	6Z	Southern; Alternative 1,2 & 3
21-003	5783 Florence Ave., South Gate, CA 90280	6243012037	1942	6Z	Southern; Alternative 1,2 & 3
21-004	12318 Industrial Ave., South Gate, CA 90280	6243027011	1950	6Z	Southern; Alternative 1,2 & 3
21-005	5780 Florence Ave., South Gate, CA 90280	6243011013	1948	6Z	Southern Alternative 1,2 & 3
21-006	6010 Florence Ave., South Gate, CA 90280	6243027020	1950	6Z	Southern; Alternative 1,2,3 & 4
21-007	5730 Nevada Ave., South Gate, CA 90280	6243011024	1929	6Z	Southern; Alternative 1,2,3 & 4
21-008	12508 Center St., South Gate, CA 90280	6243025017	1926	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
21-009	6006 Nevada Ave., South Gate, CA 90280	6243027032	1954	6Z	Southern; Alternative 1,2,3 & 4
21-010	12515 Hoover Ave., South Gate, CA 90280	6243027039	1949	6Z	Southern; Alternative 1,2,3 & 4
21-011	13811 Arthur Ave., Paramount, CA 90723	6242022001	1958	6Z	Southern; Alternative 1,2,3 & 4
21-012	13841 Arthur Ave., Paramount, CA 90723	6242023012	1963	6Z	Southern; Alternative 1,2,3 & 4
21-013	13903 Arthur Ave., Paramount, CA 90723	6242023004	1963	6Z	Southern; Alternative 1,2,3 & 4
21-014	13933 Arthur Ave., Paramount, CA 90723	6242023002	1944	6Z	Southern; Alternative 1,2,3 & 4
21-015	Var.; Tracts 12562 and 11402, Paramount, CA 90723	Var.	Ca. 1930s	6Z	Southern; Alternative 1,2,3 & 4
21-016	14039 Arthur Ave., Paramount, CA 90723	6242024005	1952	6Z	Southern; Alternative 1,2,3 & 4
21-017	14049 Arthur Ave., Paramount, CA 90723	6242024003	1964	6Z	Southern; Alternative 1,2,3 & 4
21-018	14053 Arthur Ave., Paramount, CA 90723	6242024002	1956	6Z	Southern; Alternative 1,2,3 & 4
21-019	14057 Arthur Ave., Paramount, CA 90723	6242024015	1907	6Z	Southern; Alternative 1,2,3 & 4
21-020	7806 Rose St., Paramount, CA 90723	6242026011	1962	6Z	Southern; Alternative 1,2,3 & 4
21-021	7812 Rose St., Paramount, CA 90723	6242026012	1950	6Z	Southern; Alternative 1,2,3 & 4
21-022	7818 Rose St., Paramount, CA 90723	6242026010	1931	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
21-023	7830 Rose St., Paramount, CA 90723	6242026006	1952	6Z	Southern; Alternative 1,2,3 & 4
21-024	7701 Rosecrans Ave., Paramount, CA 90723	6242020051	1956	6Z	Southern; Alternative 1,2,3 & 4
21-025	7747 Rosecrans Ave., Paramount, CA 90723	6242025007	1958	6Z	Southern; Alternative 1,2,3 & 4
21-026	Pacific Electric, Santa Ana Line, Various, CA	Var.	1904-05	6Z	Southern; Alternative 1,2,3 & 4
21-027	I-105/Century Freeway-Transitway Historic District Paramount, CA 90723	Var.	Var.	2D2	Southern; Alternative 1,2,3 & 4
21-028	12305 Industrial Ave., South Gate, CA 90280	6243026005 6243026006 6243026007	1940	6Z	Southern Alternative 1,2 & 3
22-001	14121 McClure Ave., Paramount, CA 90723	6242026001	1971	6Z	Southern; Alternative 1,2,3 & 4
23-001	14130 McClure Ave., Paramount, CA 90723	6242035018	1972	6Z	Southern; Alternative 1,2,3 & 4
23-002	7844 Rosecrans Ave., Paramount, CA 90723	6241017024	1960	6Z	Southern; Alternative 1,2,3 & 4
23-003	14711 Paramount Blvd., Paramount CA 90723	6241016044; 6241017021	Var.	6Z	Southern; Alternative 1,2,3 & 4
24-001	Our Lady of the Rosary Church and School/ 14819 Paramount Blvd., Paramount, CA 90723	Var.	1948-1952	3S; 3CS	Southern; Alternative 1,2,3 & 4
24-002	7815 Somerset Blvd., Paramount, CA 90723	6241016025	1980	6Z	Southern; Alternative 1,2,3 & 4
25-001	8034 Rosecrans Ave., Paramount, CA 90723	6241003002	1937	6Z	Southern; Alternative 1,2,3 & 4
25-002	8046 Rosecrans Ave., Paramount, CA 90723	6241003003	1920	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
25-003	14326 Orizaba Ave., Paramount, CA 90723	6241003033	1940	6Z	Southern; Alternative 1,2,3 & 4
25-004	8124-8140 Rosecrans Ave., Paramount, CA 90723	6241002019; 6241002020	1962-63	6Z	Southern; Alternative 1,2,3 & 4
25-005	8119 144th St., Paramount, CA 90723	6241003037	1941	6Z	Southern; Alternative 1,2,3 & 4
25-006	Paramount High Senior Campus/14429 Downey Ave., Paramount CA 90723	6241001908; 624001912; 6241001913	Var.	6Z	Southern; Alternative 1,2,3 & 4
25-007	Paramount Park, Paramount, CA 90723	6241004900; 6241004906	Var.	6Z	Southern; Alternative 1,2,3 & 4
25-008	Var.; Tract 20823, Paramount, CA 90723	Var.	1955-1956	6Z	Southern; Alternative 1,2,3 & 4
25-009	Paramount High and Middle School/14708 Paramount Blvd., Paramount, CA 90723	6241004902; 6241004903; 6241004901	1941	6Z	Southern; Alternative 1,2,3 & 4
25-010	8425 2Nd St., Paramount, CA 90723	6241006006	1941	6Z	Southern; Alternative 1,2,3 & 4
25-011	Paramount Petroleum Corp Refinery/8731 Compton Blvd., Paramount, CA 90723	Var.	Var.	6Z	Southern; Alternative 1,2,3 & 4
26-001	15104 Hayter Ave., Paramount, CA 90723	6268028034	1950	6Z	Southern; Alternative 1,2,3 & 4
26-002	9164 Somerset Blvd., Bellflower, CA 90706	6271001001	1962	6Z	Southern; Alternative 1,2,3 & 4
26-003	9020 Somerset Blvd, 20 Bellflower, CA 90706	6271001021	1949	6Z	Southern; Alternative 1,2,3 & 4
26-004	8818 Somerset Blvd., Paramount, CA 90723	6268032011	1968	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
26-005	15127 Lakewood Blvd., Paramount, CA 90723	6268032008	1977	6Z	Southern; Alternative 1,2,3 & 4
26-006	9203 Nichols St., Bellflower, CA 90706	6271015017	1952	6Z	Southern; Alternative 1,2,3 & 4
26-007	9200 Nichols St., Bellflower, CA 90706	6271014023	1963	6Z	Southern; Alternative 1,2,3 & 4
26-008	Hollywood Sports Park/ 15230 Lakewood Blvd., Bellflower, CA 90706	6271001900; 6271001901	Var.	6Z	Southern; Alternative 1,2,3 & 4
26-009	9201 Ives St., Bellflower, CA 90706	6271014022	1963	6Z	Southern; Alternative 1,2,3 & 4
26-010	9202 Ives St., Bellflower, CA 90706	6271013020	1957	6Z	Southern; Alternative 1,2,3 & 4
26-011	15320 Lakewood Blvd., Bellflower, CA 90706	6271002002	1942	6Z	Southern; Alternative 1,2,3 & 4
26-012	9205 Highdale St., Bellflower, CA 90706	6271013001	1957	6Z	Southern; Alternative 1,2,3 & 4
26-013	15506 Lakewood Blvd., Bellflower, CA 90706	6271002005	1955	6Z	Southern; Alternative 1,2,3 & 4
26-014	9202 Highdale St., Bellflower, CA 90706	6271012010	1957	6Z	Southern; Alternative 1,2,3 & 4
26-015	9129 Hegel St., Bellflower, CA 90706	6271002027	1956	6Z	Southern; Alternative 1,2,3 & 4
26-016	9127 Hegel St., Bellflower, CA 90706	6271002026	1956	6Z	Southern; Alternative 1,2,3 & 4
26-017	9115 Hegel St., Bellflower, CA 90706	6271002023	1947	6Z	Southern; Alternative 1,2,3 & 4
26-018	9123 Hegel St., Bellflower, CA 90706	6271002025	1947	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
26-019	9103 Hegel St., Bellflower, CA 90706	6271002020	1947	6Z	Southern; Alternative 1,2,3 & 4
26-020	9027 Hegel St., Bellflower, CA 90706	6271002011	1962	6Z	Southern; Alternative 1,2,3 & 4
26-021	9021 Hegel St., Bellflower, CA 90706	6271002009	1938	6Z	Southern; Alternative 1,2,3 & 4
26-022	9139 Hegel St., Bellflower, CA 90706	6271002029	1947	6Z	Southern; Alternative 1,2,3 & 4
26-023	9135 Somerset Blvd., Bellflower, CA 90706	6278009039 6278009040	1948	6Z	Southern Alternative 1,2 & 3
27-001	9438 Alondra Blvd., Bellflower, CA 90706	7106012004	1958	6Z	Southern Alternative 1,2, & 3
28-001	9718 Harvard St., Bellflower, CA 90706	7106016007	1922	6Z	Southern; Alternative 1,2,3 & 4
28-002	16123 Bellflower Blvd., Bellflower, CA 90706	7106016008	1977	6Z	Southern; Alternative 1,2,3 & 4
28-003	9530 Alondra Blvd., Bellflower, CA 90706	7106013903	1971	6Z	Southern; Alternative 1,2,3 & 4
28-004	16211 Bellflower Blvd., Bellflower, CA 90706	7106016009	1952	6Z	Southern; Alternative 1,2,3 & 4
28-005	16227 Bellflower Blvd., Bellflower, CA 90706	7106016010	1954	6Z	Southern; Alternative 1,2,3 & 4
28-006	16307 Bellflower Blvd., Bellflower, CA 90706	7106013001	1967	6Z	Southern; Alternative 1,2,3 & 4
28-007	16310 Bellflower Blvd., Bellflower, CA 90706	7109009009	1968	6Z	Southern; Alternative 1,2,3 & 4
28-008	Bellflower Pacific Electric Railway Depot, Bellflower, CA 90706	N/A	N/A	3S; 3CS	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
28-009	10040 Flora Vista St., Bellflower, CA 90706	7109009004	1931	3S; 3CS	Southern; Alternative 1,2,3 & 4
28-010	10044 Flora Vista St., Bellflower, CA 90706	7109009802	1964	6Z	Southern; Alternative 1,2,3 & 4
28-011	10125 Flora Vista St., Bellflower, CA 90706	7109008021	1950	6Z	Southern; Alternative 1,2,3 & 4
28-012	10131 Flora Vista St., Bellflower, CA 90706	7109008005	1961	6Z	Southern; Alternative 1,2,3 & 4
28-013	10025 Flower St., Bellflower, CA 90706	7109012911	Var.	6Z	Southern; Alternative 1,2,3 & 4
28-014	Caltrans Bellflower Maintenance Station, Bellflower, CA 90706	7109008900	Ca. 1970	6Z	Southern; Alternative 1,2,3 & 4
29-001	16650 Woodruff Ave., Bellflower, CA 90706	7017020010	1947	6Z	Southern; Alternative 1,2,3 & 4
29-002	10229 Flora Vista St., Bellflower, CA 90706	7017020011	1950	6Z	Southern; Alternative 1,2,3 & 4
29-003	10231 Flora Vista St., Bellflower, CA 90706	7017020012	1957	6Z	Southern; Alternative 1,2,3 & 4
29-004	10068 Flower St., Bellflower, CA 90706	7109016044	1961	6Z	Southern; Alternative 1,2,3 & 4
29-005	10241 Flora Vista St., Bellflower, CA 90706	7017020036	1965	6Z	Southern; Alternative 1,2,3 & 4
29-006	16821 California Ave., Bellflower, CA 90706	7017020034	1940	6Z	Southern; Alternative 1,2,3 & 4
29-007	16831 California Ave., Bellflower, CA 90706	7017020024	1947	6Z	Southern; Alternative 1,2,3 & 4
29-008	16826 California Ave., Bellflower 90706	7017019021	Var.	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
29-009	10307 Flora Vista St., Bellflower, CA 90706	7017019022	1957	6Z	Southern; Alternative 1,2,3 & 4
29-010	16910 Woodruff Ave., Bellflower, CA 90706	7017021008	1968	6Z	Southern; Alternative 1,2,3 & 4
29-011	10229 Walnut St., Bellflower, CA 90706	7017021004	1978	6Z	Southern; Alternative 1,2,3 & 4
29-012	10315 Flora Vista St., Bellflower, CA 90706	7017019004	1962	6Z	Southern; Alternative 1,2,3 & 4
29-013	10231 Walnut St., Bellflower, CA 90706	7017021005	1978	6Z	Southern; Alternative 1,2,3 & 4
29-014	10237 Walnut St., Bellflower, CA 90706	7017021006	1953	6Z	Southern; Alternative 1,2,3 & 4
29-015	10241 Walnut St., Bellflower, CA 90706	7017021007	1947	6Z	Southern; Alternative 1,2,3 & 4
29-016	17006 California Ave., Bellflower CA 90706	7017024009	1929	6Z	Southern; Alternative 1,2,3 & 4
29-017	10340 Flora Vista St., Bellflower, CA 90706	7017025001	1957	6Z	Southern; Alternative 1,2,3 & 4
29-018	10333 Park St., Bellflower, CA 90706	7017025017	1952	6Z	Southern; Alternative 1,2,3 & 4
29-019	17204 Balfern Ave., Bellflower, CA 90706	7163002035	1969	6Z	Southern; Alternative 1,2,3 & 4
29-020	17210 Palo Verde Ave., Bellflower, CA 90706	7163001033	1963	6Z	Southern; Alternative 1,2,3 & 4
29-021	17214 Palo Verde Ave., Bellflower, CA 90706	7163001054	1941	6Z	Southern; Alternative 1,2,3 & 4
29-022	San Gabriel River Bridge, Bellflower CA 90706	N/A	1963	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
29-023	N/A Bellflower CA 90706	7034001802	Var.	6Z	Southern; Alternative 1,2,3 & 4
29-024	10755 Artesia Blvd., Cerritos, CA 90703	7034001002; 7034001803; 7034001001	Var.	6Z	Southern; Alternative 1,2,3 & 4
30-001	11110 Business Cir., Cerritos, CA 90703	7034016030	1978	6Z	Southern; Alternative 1,2,3 & 4
30-002	11130 Business Cir., Cerritos, CA 90703	7034016029	1978	6Z	Southern; Alternative 1,2,3 & 4
30-003	17710 Studebaker Rd., Cerritos, CA 90703	7034016036	1968	6Z	Southern; Alternative 1,2,3 & 4
31-001	Var.; Tract No. 27574, Cerritos, CA 90703	Var.	1968	6Z	Southern; Alternative 1,2,3 & 4
31-002	18109 Harvest St., Ave., Cerritos, CA 90703	7034014033	1968	6Z	Southern; Alternative 1,2,3 & 4
31-003	11405 183rd St., Artesia, CA 90701	7035007037	1955	6Z	Southern; Alternative 1,2,3 & 4
31-004	11420 183rd St., Artesia, CA 90701	7039007051	1960	6Z	Southern; Alternative 1,2,3 & 4
31-005	18311 Summer Ave., Artesia, CA 90701	7039007034	1959	6Z	Southern; Alternative 1,2,3 & 4
31-006	18327 Summer Ave., Artesia, CA 90701	7039007036	1963	6Z	Southern; Alternative 1,2,3 & 4
31-007	18335 Summer Ave., Artesia, CA 90701	7039007037	1962	6Z	Southern; Alternative 1,2,3 & 4
31-008	18349 Summer Ave., Artesia, CA 90701	7039007039	1961	6Z	Southern; Alternative 1,2,3 & 4
31-009	Var.; Tract 22598, Artesia, CA 90701	Var.	1967	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
31-010	18355 Summer Ave., Artesia, CA 90701	7039007040	1972	6Z	Southern; Alternative 1,2,3 & 4
31-011	18363 Summer Ave., Artesia, CA 90701	7039007041	1967	6Z	Southern; Alternative 1,2,3 & 4
31-012	11547 185th St., Artesia, CA 90701	7039007054	1963	6Z	Southern; Alternative 1,2,3 & 4
31-013	Var.; Tract 26649, Artesia, CA 90701	Var.	1962	6Z	Southern; Alternative 1,2,3 & 4
31-014	11562 186th St., Artesia, CA 90701	7039009069	1973	6Z	Southern; Alternative 1,2,3 & 4
32-002	11710 187th St., Artesia, CA 90701	7039015016	1976	6Z	Southern; Alternative 1,2,3 & 4
32-003	18717 Corby Ave., Artesia, CA 90701	7039015006	1940	6Z	Southern; Alternative 1,2,3 & 4
32-004	18724 Alburtis Ave., Artesia, CA 90701	7039015012	1920	6Z	Southern; Alternative 1,2,3 & 4
32-005	18729 Corby Ave., Artesia, CA 90701	7039015004	1951	6Z	Southern; Alternative 1,2,3 & 4
32-006	18726 Alburtis Ave., Artesia, CA 90701	7039015011	1949	6Z	Southern; Alternative 1,2,3 & 4
32-007	18734 Alburtis Ave., Artesia, CA 90701	7039015010	1973	6Z	Southern; Alternative 1,2,3 & 4
32-008	18739 Corby Ave., Artesia, CA 90701	7039015002	1912	6Z	Southern; Alternative 1,2,3 & 4
32-009	18738 Alburtis Ave., Artesia, CA 90701	7039015009	1923	6Z	Southern; Alternative 1,2,3 & 4
32-010	18745 Corby Ave., Artesia, CA 90701	7039015001	1925	6Z	Southern; Alternative 1,2,3 & 4

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
32-011	18801 Pioneer Blvd., Artesia, CA 90701	7039013008	1966	6Z	Southern; Alternative 1,2,3 & 4
32-012	11748 188th St., Artesia, CA 90701	7039013023	1998	6Z	Southern; Alternative 1,2,3 & 4
32-013	18809 Corby Ave., Artesia, CA 90701	703901005; 7039014006	1943	6Z	Southern; Alternative 1,2,3 & 4
32-014	18811 Pioneer Blvd., Artesia, CA 90701	7039013007; 7039013006	1966	6Z	Southern; Alternative 1,2,3 & 4
32-015	18813 Corby Ave., Artesia, CA 90701	7039014016	1915	6Z	Southern; Alternative 1,2,3 & 4
32-016	18819 Pioneer Blvd., Artesia, CA 90701	7039013005	1977	6Z	Southern; Alternative 1,2,3 & 4
32-017	18819 Corby Ave., Artesia, CA 90701	7039014015	1957	6Z	Southern; Alternative 1,2,3 & 4
32-018	11727 South St., Artesia, CA 90701	7039014017	1974	6Z	Southern; Alternative 1,2,3 & 4
32-019	11755 South St., Artesia, CA 90701	7039013010; 7039013021	Var.	6Z	Southern; Alternative 1,2,3 & 4
32-020	11767 South St., Cerritos, CA 90701	7039013026	2000	6Z	Southern; Alternative 1,2,3 & 4
32-021	81644 Alburtis Ave., Artesia, CA 90701	7039010901	1935	5D1	Southern Alternative 1,2,3 & 4
32-022	11609 186th St., Artesia, CA 90701	7039006026	1955	6Z	Southern Alternative 1,2,3 & 4
32-023	11601 186th St., Artesia, CA 90701	7039006027	1955	6Z	Southern Alternative 1,2,3 & 4
33-001	1706 60th St., Los Angeles, CA 90001	6009008003	1921	6Z	Northern; Alternative 1,2 & 3

Map Reference No.	Property Name/Address	Assessor Parcel No.	Year Built	CRHR Status Code	Section
33-002	1703 61st St., Los Angeles, CA 90001	6009008025	1922	6Z	Northern; Alternative 1,2 & 3
33-003	1701 61st St., Los Angeles, CA 90001	6009008024	1922	6Z	Northern; Alternative 1,2 & 3

Table E.2. Properties Previously Listed or Determined Eligible for Listing in the NRHP

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
900 North Alameda Street, Los Angeles (Los Angeles Terminal Annex Post Office/*P-19-170973)	1-006	5409015016	1S	Alternative 1	Architectural APE	A/1 & C/3
750-800 North Alameda Street, Los Angeles (Los Angeles Union Passenger Terminal/*P-19-171159)	1-007	5409023941; 5409024009; 5409023063; 5409023934; 5409023946; 5409015914	1S	Alternative 1	Direct APE	C/3
760 South Hill Street, Los Angeles (Union Bank & Trust Company Building/*P-19-173194)	3-023	5144014051	2S3; 5S1	Alternative 2	Architectural APE	A/1/1 & C/3/3
403 East 8th Street, Los Angeles (Garfield Building/*P-19-167275)	3-024	5144013033	1S; 5S1	Alternative 2	Architectural APE	C/3/3
301 West 8th Street, Los Angeles (Merritt Building/*P-19-166998)	3-025[1]	5144014027	1D; 2D2	Alternative 2	Architectural APE	District: A/1 & C/3
756 South Broadway, Los Angeles (Charles C. Chapman Building/*P-19-166888)	3-026[1]	5144015057	1D; 2S2; 5S1	Alternative 2	Architectural APE	1, 2 & 3 (local) & C/3 (NR & CR) District: A/1 & C/3
800 South Broadway, Los Angeles (Tower Theater/*P-19-166898)	3-027[1]	5144016067	1D; 2D2; 5S1	Alternative 2	Architectural APE	1 & 3 (local) District: A/1 & C/3

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
801 South Broadway, Los Angeles (Hamburger's Department Store/*P-19-166869)	3-028[1]	5144017030	1D; 2D2; 3S; 5S1	Alternative 2	Architectural APE	1 & 3 (local) District: A/1 & C/3
810-830 South Flower Street, Los Angeles (Southern California Gas Complex/*P-19-187004)	3-029	5144020193; 5144020040	1S; 2S3; 5S1	Alternative 2	Architectural APE	A/1/1 & C/3/3
800 West 7th Street, Los Angeles (Barker Brothers Furniture Store/*P-19-172123)	3-030[2]	5144010022	2S2; 3CD; 3D; 5D3; 5S1	Alternative 2	Direct APE	C/3 District: A/1/1 & C/3/3
315 East 8th Street, Los Angeles (Textile Center Building/*P-19-173242)	4-037	5145003037	1S; 5S1	Alternative 2	Architectural APE	B/2/2 & C/3/3
217 East 8th Street, Los Angeles (Garment Capital Building/*P-19-173240)	4-038	5145003089	1S; 5S1	Alternative 2	Direct APE	2 (local) & C/3/3
777 South Alameda Street/1312 East 7th Street, Los Angeles (Los Angeles Union Terminal District/*P-19-173255)	5-010[3]	5146009007; 5146009003;	2D2	Alternative 1 and 2	Direct APE	A/1 & C/3
Pueblo Del Rio Public Housing Complex, Long Beach Avenue, Los Angeles (*P 19-188179)	8-013[4]	5105005900; 5105006900; 5105006901; 5105006902; 5106027901	2S2	Alternative 1 and 2	Architectural APE	A/1/1 & C/3/3

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
No Address; LADWP Boulder Dam-Los Angeles 287.5 kV Transmission Line, South Gate (*P-19-188983)	17-005	6222001279; 6222003270; 6222005273	1S	Alternatives 1,2 and 3	Direct APE	A/1 & C/3
No Address; Southern California Edison Long Beach to Laguna Bell Transmission Line, South Gate (*P-19-192309)	18-016	6233003803; 6233002806; 6233003800; 6233002800	2S2	Alternatives 1,2 and 3	Direct APE	A/1 & C/3
7601 East Imperial Highway, Downey (Rancho Los Amigos Medical Center Historic District, Downey/*P-19-189330)	19-013[5]	6245016934	2S2	Alternatives 1,2 and 3	Architectural APE	A/1 (district)
I-105/Century Freeway-Transitway Historic District, Paramount	21-027[6]	N/A	2D2	Alternatives 1,2, 3 and 4	Direct APE	A/1 & C/3

1-Contributor to the Broadway Theatre and Commercial Historic District

2-Contributor to the 7th Street Commercial Historic District

3-Los Angeles Union Terminal Buildings Historic District

4-Portion of Pueblo del Rio Public Housing Complex Historic District

5-Rancho Los Amigos Medical Center Historic District

6-Portion of the I-105/Century Freeway-Transitway Historic District

Table E.3. Properties Recommended Eligible for Listing in the NRHP as a Result of the West Santa Ana Branch Transit Corridor Environmental Study

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
216 South Alameda Street, Los Angeles (John A. Roebling's Sons Co./*P-19-190521)	2-003[7]	5163009005	3D; 3S; 3CD; 3CS; 5D3; 5S3	Alternative 1	Architectural APE	C/3/3 District: A/1/1
701 East 3rd Street, Los Angeles	2-004[7]	5163009902	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
312 South Alameda Street, Los Angeles	2-005[7]	5163010009	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
400 South Alameda Street, Los Angeles	2-006[7]	5163026001	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
422, 426, 430 South Alameda Street Los Angeles	2-008[7]	5163026002; 5163026003; 5163026004	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
436 South Alameda Street, Los Angeles	2-009[7]	5163026005	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
440 South Alameda Street, Los Angeles	2-010[7]	5163026006	3D; 3CD; 5D3	Alternative 1	Architectural APE	District: A/1/1
500 South Alameda Street, Los Angeles	2-011	5163027012	3S; 3CS; 5S3	Alternative 1	Architectural APE	A/1/1 & C/3/3
542 South Alameda Street, Los Angeles	2-013[7]	5163027011	3S; 3D; 3CD; 3CS; 5D3; 5S3	Alternative 1	Architectural APE	C/3/3 District: A/1/1
Air Raid Siren No. 65, Los Angeles	2-015	N/A	3S; 3CS; 5S3	Alternative 2	Direct APE	A/1/1 & C/3/3
757 South Flower Street, Los Angeles	3-002	5144010009	3S; 3CS; 5S3	Alternative 2	Architectural APE	A/1/1 & C/3/3
Air Raid Siren No. 5, Los Angeles	3-006	N/A	3S; 3CS; 5S3	Alternative 2	Direct APE	A/1/1 & C/3/3
416 West 8th Street, Los Angeles (Commercial Exchange Building/*P-19-173243)	3-010	5144018030	3S; 3CS; 5S3	Alternative 2	Architectural APE	C/3/3

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
313 West 8th Street, Los Angeles	3-013	5144014026	3S; 3CS; 5S3	Alternative 2	Architectural APE	A/1/1
801 South Spring Street, Los Angeles	3-014	5144016058	3S; 3CS; 5S3	Alternative 2	Architectural APE	C/3/3
756 South Spring Street, Los Angeles (Great Republic Life Building/*P-19-173226)	3-015	5144015228	3S; 3CS; 5S1	Alternative 2	Direct APE	1 & 3 (local) & C/3
810 South Spring Street, Los Angeles (National City Bank Building/*P-19-173227)	3-017	5144016044	3S; 3CS; 5S1	Alternative 2	Direct APE	C/3/3
Air Raid Siren No. 10, South Los Angeles & East 8th Streets, Los Angeles	4-001	N/A	3S; 3CS; 5S3	Alternative 2	Direct APE	A/1/1 & C/3/3
508 East 8th Street, Los Angeles	4-007	5145010027	3S; 3CS; 5S3	Alternative 2	Architectural APE	C/3/3
840 South Santee Street, Los Angeles	4-039	5145012025	3S; 3CS; 5S3	Alternative 2	Architectural APE	A/1/1 & C/3/3
Air Raid Siren No. 189, East 8th & McGarry Streets, Los Angeles	5-003	N/A	3S; 3CS; 5S3	Alternative 1 & 2	Direct APE	A/1/1 & C/3/3
1753 East Olympic Boulevard, Los Angeles	5-004	5146010012	3S; 3CS; 5S3	Alternative 1 & 2	Architectural APE	C/3/3
1250 Long Beach Avenue, Los Angeles	5-009	5130023045	3S; 3CS; 5S3	Alternative 1 & 2	Architectural APE	C/3/3
1608 & 1616 East 15th Street, Los Angeles	6-004	5130017015	3S; 3CS; 5S3	Alternative 1 & 2	Architectural APE	C/3/3
1600 Compton Avenue, Los Angeles	6-006	5129021024	3S; 3CS; 5S3	Alternative 1 & 2	Architectural APE	C/3/3

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
2001 South Alameda Street, Los Angeles (Mack International Motor Truck Corporation/*P-19-188191)	6-014	5167014008	3S; 3CS; 5S3	Alternative 1 & 2	Architectural APE	C/3/3
Air Raid Siren No. 70, East 24th Street & Long Beach Avenue, Los Angeles	6-020	N/A	3S; 3CS; 5S3	Alternative 1 & 2	Direct APE	A/1/1 & C/3/3
6000 Alameda Street, 1978 Belgrave Avenue, and 2005 Randolph Street, Huntington Park	9-015	6321007015;6321007016;6321007017	3S; 3CS; 5S3	Alternatives 1, 2 & 3	Direct APE	C/3/3
L& F Machine Shop – 2110 Belgrave Avenue, Huntington Park	9-034	6321006025	3S; 3CS; 5S3	Alternatives 1,2 & 3	Direct APE	A/1/1
6101 Santa Fe Avenue, Huntington Park	10-012	6321011035;6321011900	3S; 3CS; 5S3	Alternatives 1, 2 & 3	Direct APE	C/3/3
2860 Randolph Street, Huntington Park	10-017	6319001002	3S; 3CS; 5S3	Alternatives 1, 2 & 3	Architectural APE	C/3/3
Huntington Park High School – 6020 Miles Avenue, Huntington Park	10-021	6310019904	3S; 3CS; 5S3	Alternatives 1, 2 & 3	Direct APE	C/3/3
Southern California Edison Randolph Substation, Huntington Park (APN: 6319-021-801)	11-016	6319021801	3S; 3CS; 5S3	Alternatives 1, 2 & 3	Architectural APE	C/3/3
6300 State Street, Huntington Park	11-018	6319009014	3S, 3CS, 5S3	Alternatives 1, 2 & 3	Architectural APE	C/3/3

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
SCE Cudahy Substation – 7950 Salt Lake Ave., Cudahy	15-032	6224007801 6224007800	3S; 3CS	Alternatives 1, 2 & 3	Direct APE	C/3
Union Pacific Los Angeles River Rail Bridge, South Gate	17-006	6222040903	3S; 3CS; 5S3	Alternatives 1,2 & 3	Direct APE	C/3 & E (local)
14819 Paramount Boulevard, Paramount	24-001	6241016012;6241016019;6241016009;6241016010;6241016011	3S; 3CS	Alternatives 1,2 & 3	Architectural APE	C/3
Bellflower Pacific Electric Railway Depot, Bellflower (*P-19-186111)	28-008	7109009903	3S; 3CS	Alternatives 1,2 & 3	Direct APE	A/1 & C/3
10040 Flora Vista Street, Bellflower	28-009	7109009004	3S; 3CS	Alternatives 1,2 & 3	Architectural APE	C/3
7-Contributor to the Downtown Los Angeles Industrial Historic District						

Table E.4. Properties Eligible/Listed in the CRHR and/or for Local Designation

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
801 South Flower Street, Los Angeles	3-004	5144021029	3CS; 5S3	Alternative 2	Direct APE	3/3
South Hope Street Streetlights, Los Angeles (South Hope Street at West 8th Street)	3-007	N/A	5S3	Alternative 2	Direct APE	1/3 (local)
423 West 8th Street, Los Angeles (Bristol Hotel/*P-19-172418)	3-008	5144013028	3CS; 5S3	Alternative 2	Architectural APE	1/1 & 3/3
419 1/2 West 8th Street, Los Angeles	3-009	5144013029	3CS; 5S3	Alternative 2	Architectural APE	1 (local) & 3/3
South Main Street Streetlights, Los Angeles (South Main Street at East 8th Street)	3-016	N/A	5S3	Alternative 2	Direct APE	1 & 3 (local)
752 South Main Street, Los Angeles	3-018	5145001012	3CS; 5S3	Alternative 2	Architectural APE	1/1 & 3/3
812 South Spring Street, Los Angeles (Gans Brothers Building/LA HCM 737)	3-019	5144016073	5S1	Alternative 2	Architectural APE	3 (local)
801 South Los Angeles Street, Los Angeles	3-021	5145014001	3CS; 5S3	Alternative 2	Direct APE	1/1 & 3/3
809 South Los Angeles Street, Los Angeles	3-022	5145014007	3CS; 5S3	Alternative 2	Architectural APE	3/3
740 and 746 Towne Avenue, Los Angeles	4-021	5146031047; 5146031034	3CS; 5S3	Alternative 2	Direct APE	1/1
1731 East Olympic Boulevard, Los Angeles	5-005	5146010015	5S3	Alternative 1 and 2	Architectural APE	C/3
6231 Maywood Avenue, Huntington Park	13-001	6318007006	3CS; 5S3	Alternatives 1,2 and 3	Architectural APE	3/3
3477 East Gage Avenue, Huntington Park	13-003	6318007001	3CS; 5S3	Alternatives 1,2 and 3	Direct APE	3/3

Property Name/Address	Map Reference No.	APN(s)	CRHR Status Code	Alternative	Location in APE	Eligibility Criteria
18644 Alburtis Avenue, Artesia (Artesia Historical Museum)	32-021[7]	7039010901	5D1	Alternatives 1, 2, 3 and 4	Direct APE	3 (local)

8-Contributor to the Artesia Historic District (locally designated)