California High-Speed Rail Authority

## Burbank to Los Angeles Project Section

Final Environmental Impact Report/ Environmental Impact Statement

Appendix 4-B: Cultural Sites in Project APE Listed or Eligible for Listing in the National Register of Historic Places

September 2021





The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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| Resource<br>Number  | Property<br>Name | Description  | Official with<br>Jurisdiction |                          | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint    | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|---|------------------|--|-------------------------------|--------------------------|--|---|---|------------------------|--------------------------------------|
| A-1<br>(Not shown<br>on map;<br>location is<br>confidential<br>to protect<br>the<br>resource) | P-19-001575      | A multicomponent site that consists of the LAUS Passenger Terminal, a Native American cemetery, and the location of a ca. 1860–1930s Chinatown working-class neighborhood and red-light district |                               | Prehistoric/<br>Historic | Presumed<br>Eligible for<br>Listing in the<br>NRHP   | O feet<br>(beneath the<br>project<br>footprint) | The resource is mapped within the horizontal extent of the APE at LAUS. However, the site is below the vertical APE because no below grade work would occur at this resource. Therefore, there would be no effect on this resource under Section 106 of the NHPA. All of project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. |                        | No Use                               |



| Resource<br>Number   | Property<br>Name | Description   | Official with<br>Jurisdiction |          | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint        | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding       | Section 4(f)<br>Use<br>Determination |
|--|------------------|---|-------------------------------|----------|--|---|---|------------------------------|--------------------------------------|
| A-2 (Not shown on map; location is confidential to protect the resource) | P-19-101229      | The vestige of<br>a small circular<br>brick wall<br>feature<br>(possibly a<br>cistern or<br>planter) that is<br>partially buried<br>and likely<br>fragmentary | SHPO                          | Historic | Presumed<br>Eligible for<br>Listing in the<br>NRHP   | O feet<br>(adjacent to<br>the project<br>footprint) | The archaeological resource would be further assessed as property access is granted and during the design phase in accordance with the Section 106 Programmatic Agreement to assess whether it is eligible for the NRHP. Under the Section 4(f) regulations, Section 4(f) does not apply to archaeological resources, even NRHP-eligible resources, if they are valuable only for data recovery and are not valuable for preservation in place in accordance with 23 C.F.R. Part 774.13(b)(1).  If an archaeological resource is discovered and determined to be eligible, it would be assessed to determine if it is valuable for preservation in place. If it is not valuable for preservation in place, appropriate data recovery steps will be taken. If it is valuable for preservation in place, an expedited Section 4(f) evaluation would be prepared in accordance with 23 C.F.R. Part 774.9(e). | Direct<br>Adverse<br>Effec t | TBD                                  |



| Resource<br>Number   | Property<br>Name | Description   |      | Year<br>Built/Age | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--|------------------|---|------|-------------------|--|--|---|------------------------|--------------------------------------|
| A-3 (Not shown on map; location is confidential to protect the resource) | P-19-187085      | This resource is the unpaved Mojave Road, which was significant in early California history as a Native American trail, a government supply and mail route, a freight and emigrant wagon route, and a recreational trail. | SHPO | Historic          | Presumed Eligible for Listing in the NRHP, and currently listed in the CRHR                    | 0 feet (within APE)                          | The resource is plotted within the APE where the path of this historic trail and road intersects LAUS. No physical evidence of this property exists within the APE, and any remains of the Mojave Road at LAUS have likely long since been obliterated from historic and modern developments. Therefore, there would be no effect on this resource under Section 106 of the NHPA. All of project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. |                        | No Use                               |



| Resource<br>Number | Property<br>Name                                     | Description  | Official with<br>Jurisdiction |      | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|--|--|-------------------------------|------|--|--|---|------------------------|--------------------------------------|
| H-1                | Municipal<br>Power and<br>Light, City of<br>Glendale | Location: 6135<br>San Fernando<br>Road in the<br>City of<br>Glendale | SHPO                          | 1930 | 2S2 Eligible for Listing in the NRHP   | Approximately<br>15 feet                     | The historic property boundary and west elevation of the subject building is approximately 15 feet east of the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name                             | Description  | Official with<br>Jurisdiction |      | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative  | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|--|--|-------------------------------|------|--|--|--|------------------------|--------------------------------------|
| H-3                | Aero<br>Industries<br>Technical<br>Institute | Location: 5245<br>West San<br>Fernando Road<br>in the City of<br>Los Angeles | SHPO                          | 1937 | Eligible for<br>Listing in the<br>NRHP   | Approximately 60 feet                        | The project would shift the extant non-electrified tracts within the existing railroad right-of-way, approximately 60 east of the historic property to construct an at-grade HSR alignment. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name  | Description   | Official with<br>Jurisdiction |            | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint        | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|---|---|-------------------------------|------------|--|---|---|------------------------|--------------------------------------|
| H-4                | Los Angeles<br>Basket<br>Company<br>(Pacific State<br>Box and<br>Basket<br>Company) | Location: 1295 Los Angeles Street in the City of Glendale | SHPO                          | circa 1920 | 2S2 Eligible for Listing in the NRHP   | 0 feet<br>(adjacent to<br>the project<br>footprint) | The historic property is located adjacent to the existing railroad right-of-way, and construction within the existing railroad right-of-way would take place approximately 15 feet to the west of the historic property. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name                                     | Description  | Official with<br>Jurisdiction | Year<br>Built/Age | Why It Qualifies Under Section 4(f) (Current Status Code and/or NRHP Status) | Distance<br>From the<br>Project<br>Footprint        | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|--|--|-------------------------------|-------------------|--|---|---|------------------------|--------------------------------------|
| H-5                | Glendale<br>Southern<br>Pacific<br>Railroad<br>Depot | Location: 400 West Cerritos Avenue in the City of Glendale | SHPO                          | 1924              | 1S; 5S1<br>Listed in the<br>NRHP   | O feet<br>(adjacent to<br>the project<br>footprint) | The historic property is located adjacent to the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would encroach on the historic property's boundaries, but the modifications would be made to existing rail facilities used by Metrolink. There would be no changes to the depot, which would remain in operation during construction and operation of the HSR Build Alternative. According to the FOE, the project elements would be recognizable as new but generally perceptible as being both similar in form to existing rail infrastructure and supporting rail activities similar to those that define the physical context of the resource. Therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because the resource is already in proximity to a railroad, and these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. |                        | No Use                               |



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|--------------------|-------------------------|---|-------------------------------|------|--|---|---|------------------------|--------------------------------------|
| H-6                | Valley Maid<br>Creamery | Location: 2909<br>Fletcher Drive<br>in the City of<br>Los Angeles | SHPO                          | 1931 | 2S2 Eligible for Listing in the NRHP   | O feet<br>(adjacent to<br>the project<br>footprint) | The historic property is adjacent to the existing right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



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|--------------------|-----------------------------|--|-------------------------------|------|--|--|--|------------------------|--------------------------------------|
| H-7                | Taylor Yard<br>Signal Tower | Location: 1559<br>North San<br>Fernando Road<br>in the City of<br>Glendale | SHPO                          | 1925 | Eligible for Listing in the NRHP   | Approximately 170 feet                       | The historic property is located approximately 170 feet east of the non-electrified tracks and 300 feet west of the electrified tracks. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name   | Description  | Official with<br>Jurisdiction | Year<br>Built/Age | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding      | Section 4(f)<br>Use<br>Determination |
|--------------------|--|--|-------------------------------|-------------------|--|--|---|-----------------------------|--------------------------------------|
| H-8                | Arroyo Seco<br>Parkway<br>Historic<br>District               | Location: On<br>Marimon Way<br>and Arroyo<br>Seco Parkway<br>in the City of<br>Los Angeles | SHPO                          | 1938-1953         | 1S<br>Listed in the<br>NRHP  | O feet (in the project footprint)            | The historic property is a split-level bridge that is a contributing element of the Arroyo Seco Parkway Historic District, and is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. Permanent improvements associated with the project, which include the installation of a new intrusion protection railing, would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f). | Direct<br>Adverse<br>Effect | Permanent<br>Use                     |
| H-9                | Broadway<br>(Buena Vista)<br>Viaduct<br>(Bridge<br>#53C0545) | Location: 1584<br>North<br>Broadway in<br>the City of Los<br>Angeles                       | SHPO                          | 1909              | 2S2; 5S1<br>Eligible for<br>Listing in the<br>NRHP   | 0 feet (above<br>the project<br>footprint)   | The historic property is a bridge that is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. Permanent improvements associated with the project, which include the installation of a new intrusion protection railing, would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f).   | Direct<br>Adverse<br>Effect | Permanent<br>Use                     |



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|--------------------|--|---|-------------------------------|-------------------|--|--|--|-----------------------------|--------------------------------------|
| H-10               | Spring Street<br>Viaduct<br>(Bridge<br>#53C0859) | Location: On<br>North Spring<br>Street in the<br>City of Los<br>Angeles   | SHPO                          | 1928              | 2S2; 5S1<br>Eligible for<br>Listing in the<br>NRHP   | 0 feet (above<br>the project<br>footprint)   | The historic property is a bridge that is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. Permanent improvements associated with the project, which include the installation of a new intrusion protection railing, would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f).  | Direct<br>Adverse<br>Effect | Permanent<br>Use                     |
| H-11               | Standard Oil<br>Company<br>Facilities            | Location: 1756<br>North Spring<br>Street in the<br>City of Los<br>Angeles | SHPO                          | 1920-1938         | 2S2<br>Eligible for<br>Listing in the<br>NRHP  | Approximately<br>180 feet                    | The historic property is located approximately 180 feet west of the centerline of the nearest electrified track. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE | No Adverse<br>Effect        | No Use                               |



| Resource<br>Number | Property<br>Name            | Description  | Official with<br>Jurisdiction |      | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative  | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|-----------------------------|--|-------------------------------|------|--|--|--|------------------------|--------------------------------------|
|                    |                             |  |                               |      |  |  | Report. Therefore, no constructive use would result from the project. No further analysis is required.   |                        |                                      |
| H-12               | Folk Victorian<br>Residence | Location: 1805<br>Darwin Avenue<br>in the City of<br>Los Angeles | SHPO                          | 1910 | 2S2 Eligible for Listing in the NRHP   | Approximately 21 6 feet                      | The historic property is located approximately 216 feet east of the right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. |                        | No Use                               |



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|--------------------|---|---|-------------------------------|------|--|--|---|------------------------------|--------------------------------------|
| H-13               | Main Street<br>Bridge<br>(Bridge<br>#53C1010) | Location: North<br>Main Street in<br>the City of Los<br>Angeles | SHPO                          | 1910 | 2S2; 5S1 Eligible for Listing in the NRHP  | 0 feet (above<br>the project<br>footprint)   | The historic property is a bridge that is located above the existing railroad right-of-way. There would be a direct adverse effect on this resource under Section 106 of the NHPA. The project would construct a new Main Street bridge immediately north of the existing historic Main Street Bridge. The new bridge would be an elevated structure spanning over the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. The historic bridge would not be modified, but maintained in place, although no longer function as part of the street network. Permanent improvements associated with the project would require that the historic use of the bridge be discontinued, constituting a permanent use under Section 4(f). | Direct<br>Adverse<br>Effects | Permanent<br>Use                     |



| Resource<br>Number | Property<br>Name                       | Description   | Official with<br>Jurisdiction |      | Why It Qualifies Under Section 4(f) (Current Status Code and/or NRHP Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|--|---|-------------------------------|------|--|--|---|------------------------|--------------------------------------|
| H-14               | R.<br>Schiffmann<br>Medical<br>Company | Location: 1734<br>North Main<br>Street in the<br>City of Los<br>Angeles | SHPO                          | 1922 | 2S2 Eligible for Listing in the NRHP   | Approximately 430 feet                       | The historic property is located approximately 430 feet east of where the at-grade electrified tracks would be constructed. There would be no adverse effect on this resource under Section 106 of the NHPA. All project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. |                        | No Use                               |



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|--------------------|-----------------------------|---|-------------------------------|------|--|---|---|------------------------|--------------------------------------|
| H-15               | Lanza<br>Brothers<br>Market | Location: 1801<br>North Main<br>Street in the<br>City of Los<br>Angeles | SHPO                          | 1926 | 2S2 Eligible for Listing in the NRHP   | 0 feet<br>(adjacent to<br>the project<br>footprint) | The historic property is adjacent to the public right-of-way and abuts along the property to the south and west. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



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|--------------------|---|-------------|-------------------------------|------|--|---|--|------------------------|--------------------------------------|
| H-16               | Bureau of<br>Power and<br>Light General<br>Services<br>Headquarters | City of Los | SHPO                          | 1946 | 2S2 Eligible for Listing in the NRHP   | 0 feet<br>(adjacent to<br>the project<br>footprint) | The historic property is adjacent to the existing railroad right- of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



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|--------------------|------------------|---|-------------------------------|------|--|--|---|------------------------|--------------------------------------|
| H-17               | Kelite Factory   | Location: 1250<br>North Main<br>Street in the<br>City of Los<br>Angeles | SHPO                          | 1924 | 2S2 Eligible for Listing in the NRHP   | Approximately 600 feet                       | The historic property is located approximately 600 feet from the centerline of the nearest track, and abuts the south property line of the legal parcel. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



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|--------------------|-----------------------|---|-------------------------------|-------------------|--|--|---|------------------------|--------------------------------------|
| H-18               | William Mead<br>Homes | Location: 1436<br>Alhambra<br>Avenue in the<br>City of Los<br>Angeles | SHPO                          | 1942              | Eligible for<br>Listing in the<br>NRHP   | O feet (in the project footprint)            | The historic property is adjacent the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would encroach on the historic properties' boundaries, but alterations would be made to non-original portions of the historic properties that will be constructed as part of the Link US project. The HSR Build Alternative would add OCS to the two tracks previously constructed by the Link US Project, which would take place approximately 40 feet south of the southernmost building on the historic property. Therefore, the HSR project would not physically alter the original materials or character-defining features of William Mead Homes. Therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |

September 2021 California High-Speed Rail Authority



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|--------------------|---------------------------------------|---|-------------------------------|------------|--|--|--|------------------------|--------------------------------------|
| H-19               | Mission<br>Tower,<br>(AT&SF<br>Tower) | Location: 1300<br>North Cardinal<br>Street in the<br>City of Los<br>Angeles | SHPO                          | 1916, 1938 | 2S2<br>Eligible for<br>Listing in the<br>NRHP  | 0 feet (in<br>project<br>footprint)          | The project would construct a set of non-electrified tracks approximately 10 feet north of the historic property. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name  | Description  | Official with<br>Jurisdiction | Year<br>Built/Age | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative  | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|---|--|-------------------------------|-------------------|--|--|--|------------------------|--------------------------------------|
| H-20               | Vignes Street<br>Underpass<br>(Bridge<br>#53C1764)<br>(Part of Los<br>Angeles<br>Union Station<br>Passenger<br>Terminal and<br>Grounds) | Location: 1013<br>North Vignes<br>Street in the<br>City of Los<br>Angeles  | SHPO                          | 1937              | 2S2<br>Eligible for<br>Listing in the<br>NRHP  | 0 feet (in the project footprint)            | This resource appears to have been erroneously left out of the original NRHP boundary description, as part of the original NRHP nomination boundaries for resource H-24. However, this resource was singularly evaluated in the HASR and is identified as an NRHP-eligible contributing resource to the LAUS NRHP listing. See Resource H-24 for project details.  | No Adverse<br>Effect   | No Use                               |
| H-21               | Los Angeles<br>River<br>Channel   | Location: A 51-mile-long river channel between Canoga Park and Long Beach, with three legal parcels in the study area just north of the Arroyo Seco Parkway, and between North Spring Street and East Cesar E. Chavez Avenue | SHPO                          | 1946              | 7N Presumed Eligible for Listing in the NRHP   | 0 feet (in the project footprint)            | The historic property is located adjacent to the right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would add one new bridge just north of the extant Main Street Bridge that would carry vehicular traffic. The new bridge would require new piers to be constructed within the river channel in an area totaling 0.03 acre, which would physically alter some of the historic property's materials. Because the placement of the piers in the channel would not result in an adverse effect on the Los Angeles River Channel under Section 106 of the NHPA, the project would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Therefore, the project would | No Adverse<br>Effect   | De Minimis<br>Impact                 |

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| Resource<br>Number | Property<br>Name                 | Description   | Official with<br>Jurisdiction | Year<br>Built/Age | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint        | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|----------------------------------|---|-------------------------------|-------------------|--|---|---|------------------------|--------------------------------------|
|                    |                                  |   |                               |                   |  |   | result in a <i>de minimis</i> impact on this resource.  |                        |                                      |
| H-22               | Post Office<br>Terminal<br>Annex | Location: 900<br>North Alameda<br>Street in the<br>City of Los<br>Angeles | SHPO                          | 1938              | 1S<br>Listed in the<br>NRHP  | 0 feet<br>(adjacent to<br>the project<br>footprint) | The historic property is adjacent to the railroad right-of-way. The nearest proposed tracks would be approximately 70 feet east of the rear elevation of the Terminal Annex. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name  | Description   | Official with<br>Jurisdiction |      | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative  | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|---|---|-------------------------------|------|--|--|--|------------------------|--------------------------------------|
| H-23               | Cesar E. Chavez Avenue (Macy Street) Underpass (Bridge #53C0131) (Part of Los Angeles Union Station Passenger Terminal and Grounds) | Location: 392<br>East Cesar E<br>Chavez Avenue<br>in the City of<br>Los Angeles | SHPO                          | 1937 | 1S<br>Listed in the<br>NRHP  | 0 feet (in the<br>project<br>footprint)      | This resource is included as part of the original NRHP nomination boundaries for resource H-24. See Resource H-24 for project details. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name   | Description  | Official with<br>Jurisdiction |      | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative  | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|--|--|-------------------------------|------|--|--|--|------------------------|--------------------------------------|
| H-24               | Los Angeles<br>Union Station<br>Passenger<br>Terminal and<br>Grounds | Location: 800<br>North Alameda<br>Street in Los<br>Angeles | SHPO                          | 1933 | 1S; 5S1<br>Listed in the<br>NRHP   | 0 feet (in the project footprint)            | The historic property is adjacent the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The project would encroach on the historic properties' boundaries, but alterations would be made to non-original portions of the historic properties that will be constructed as part of the Link US project. The HSR project would not physically alter the original materials or character-defining features of Los Angeles Union Station. Therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |



| Resource<br>Number | Property<br>Name   | Description  | Official with<br>Jurisdiction |      | Why It<br>Qualifies<br>Under Section<br>4(f) (Current<br>Status Code<br>and/or NRHP<br>Status) | Distance<br>From the<br>Project<br>Footprint | Description of Effect from HSR Build<br>Alternative   | Section 106<br>Finding | Section 4(f)<br>Use<br>Determination |
|--------------------|--|--|-------------------------------|------|--|--|---|------------------------|--------------------------------------|
| H-25               | Cesar E.<br>Chavez<br>Avenue<br>(Macy Street)<br>Viaduct<br>(Bridge<br>#53C0130) | Location: East<br>Cesar E.<br>Chavez Avenue<br>and North<br>Mission Road | SHPO                          | 1937 | 2S2; 5S1<br>Eligible for<br>Listing in the<br>NRHP   | Approximately 0.25 mile                      | The historic property is located above the existing railroad right-of-way, but is approximately 0.25 mile from the proposed HSR tracks and platform at LAUS. There would be no adverse effect on this resource under Section 106 of the NHPA. All of the project improvements and proposed work would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Access, noise, or visual impacts (proximity impacts) would not substantially impair the resource because these impacts would not meaningfully reduce the value of the resource. This is consistent with the Section 106 FOE Report. Therefore, no constructive use would result from the project. No further analysis is required. | No Adverse<br>Effect   | No Use                               |

Sources: Historic Architectural Survey Report (Authority and FRA 2018a), Archaeological Survey Report (Authority and FRA 2019a), Finding of Effect (Authority and FRA 2019b)

Code 1S: Individual Property listed in the NRHP

Code 2S2: Individual property determined eligible for NRHP through the Section 106 process

Code 5S1: Individual property listed or designated locally

Code 7N: Needs to be reevaluated

AT&SF = Atchison, Topeka, and Santa Fe; C.F.R. = Code of Federal Regulations; NRHP = National Register Historic Places; SHPO = State Historic Preservation Officer